

2006-2011 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



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CLARK COUNTY
WASHINGTON



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CLARK COUNTY
WASHINGTON

2006 - 2011

**TRANSPORTATION IMPROVEMENT PROGRAM
(TIP)**

December 2005

Clark County Public Works

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CLARK COUNTY, WASHINGTON
RESOLUTION NO. 2005-11-18

A RESOLUTION relating to adoption of the 2006-2011
Six-Year Transportation Improvement Program (TIP).

WHEREAS, a public hearing on the 2006-2011 Transportation Improvement Program was held at 10:00 A.M., Tuesday, November 29, 2005 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

WHEREAS, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, this is to certify that a written report with respect to deficient bridges was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-20-060; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish its consistency with the adopted Comprehensive Plan and adopted policies in the Community Framework Plan; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program in accordance with chapter 36.70A RCW; and,


WHEREAS, the County commits to funding those projects so designated as "Reasonably Funded" in the program for purposes of Concurrency, as shown in the Financial Analysis section of the TIP, incorporated by reference; and,

WHEREAS, the Board of County Commissioners is in regular session assembled this day.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, that the attached 2006-2011 Transportation Improvement Program, as submitted by the Director of Public Works, is hereby adopted.

DATED this 29 day of November, 2005

ATTEST:

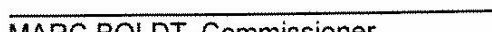

Clerk to the Board


BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON


BETTY SUE MORRIS, Chair

APPROVED AS TO FORM ONLY:

ARTHUR D. CURTIS
Prosecuting Attorney


MARC BOLDT, Commissioner


RICHARD S. LOWRY
Deputy Chief Civil Prosecuting Attorney
By Lori L. Volkman, DPA


STEVEN J. STUART, Commissioner

RESOLUTION NO. 2005-11-19

A RESOLUTION relating to adoption of the 2006 Annual Construction Program element of the 2006-2011 Six-Year Transportation Improvement Program (TIP).

WHEREAS, a public hearing on the 2006 Annual Construction Program was held at 10:00 A.M., Tuesday, November 29, 2005 in accordance with RCW 36.81.121 and WAC 136.16.010; and,

WHEREAS, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Commissioners during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, this Annual Construction Program has been analyzed to establish its consistency with the adopted Transportation Improvement Program; and,

WHEREAS, this Annual Construction Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program; and,

WHEREAS, the Board of County Commissioners is in regular session assembled this day.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CLARK COUNTY, STATE OF WASHINGTON, that the 2006 Annual Construction Program element of the 2006-2011 Transportation Improvement Program, as submitted by the Director of Public Works and attached and incorporated by reference, is hereby adopted.

DATED this 29 day of November, 2005

ATTEST:

ATTEST:

Clerk to the Board


BOARD OF COUNTY COMMISSIONERS
FOR CLARK COUNTY, WASHINGTON

Betty Sue Morris
BETTY SUE MORRIS, Chair

APPROVED AS TO FORM ONLY:

ARTHUR D. CURTIS
Prosecuting Attorney

MARC BOLDT, Commissioner



RICHARD S. LOWRY
Deputy Chief Civil Prosecuting Attorney
By: Lon L. Volkman, DPA

STEVEN J. STUART, Commissioner

2006-2011 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

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PARTICIPANTS

This document represents a collaborative effort between the Transportation Improvement Program Involvement Team (TIPIT), individual citizens, and Clark County staff. Thank you to all who participated in the development of the program.

Transportation Improvement Program Involvement Team

Lynne Griffith – C-TRAN
Bud Van Cleve – NE Hazel Dell Neighborhood
Phil Wuest – City of Vancouver
Jake Schnoebelen – Salmon Creek
Jim Carothers – City of Camas
John McKibben – Greater Vancouver Chamber of Commerce
Shane McKenzie – City of Battle Ground
Skip Leuschner – Ridgefield
Bud Ledbetter – Laidlaw Transit
Marilyn Roth – Fir Park
Dale Robbins – Regional Transportation Council (RTC)
Pam Neal – Columbia River Economic Development Council (CREDC)
Mike Viles – Bicycle Advisory Committee
Darrell Haynes – Brush Prairie
Winston Jacobson – Camas
Heidi Rosenberg – Vancouver School District

Clark County Staff

Peter Capell – Director of Public Works
Bill Wright – Public Works Programming Manager
Dave Shepard – Public Works Operations
Mike Mabrey – Community Development Long Range Planning
Craig Randall – Clark County Sheriff's Office
Karen Streeter – Public Works Environmental Manager
Lowell Weiss – Public Works Real Property Services Manager
Dan Kaler – Geographic Information Systems (GIS)
Mike Emrick – Public Works Design
Matt Hall – Public Works Project Management
Rob Klug – Public Works Transportation Systems
Ejaz Khan – Public Works Transportation Systems
Richard Gamble – Public Works Concurrency
Robin Washington – Public Works Programming
Susan Wilson – Public Works Programming

INTRODUCTION

Limited resources, combined with increasing transportation demands in the area, make Clark County's 2006-2011 Six-Year Transportation Improvement Program (TIP) essential to achieve the goals and objectives of the County Comprehensive Plan. The TIP uses objective criteria to evaluate and prioritize the many possible road improvement projects. The TIP assigns available revenues to the projects to achieve the goals of the Comprehensive Plan, regional transportation priorities, and to recognize the vision set by the community and the Board of County Commissioners.

Aside from the practical reasons for developing the TIP, there are legal requirements to consider. The laws of the state of Washington (RCW 136.15.050, rev.) require the preparation and annual updating of a six-year comprehensive transportation program. The TIP shall be adopted by the county legislative authority each year and shall include all anticipated road and bridge construction projects, capital ferry expenditures, paths and trails projects, and any other specified capital outlays for the following six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Customer Service at (360) 397-6118, extension 4944.

WHAT IS IN THIS PROGRAM?

The remainder of this document includes:

- A description of the process used to develop the program,
- An analysis of financial constraints,
- The Six-Year Program Funding Matrix,
- The Annual Construction Program for 2006,
- A map index of projects included in the program,
- Detail sheets for all funded projects in the program.

PROGRAM DEVELOPMENT

PROCESS SUMMARY

The development of the Transportation Improvement Program includes the following steps and processes:

- Define Vision - Define the Board of County Commissioners' vision and expectations, and obtain endorsement for the TIP development process.
- Assemble Project Team - Establish a project team with the resources to execute the TIP development plan.
- Develop Public Involvement Plan - Provide a forum for meaningful public understanding and input into the program.*
- Review Existing Program - Define successful elements of the previous TIP and potential areas for improvement.
- Identify Candidate Projects - Establish initial list of projects.*
- Prepare Evaluation Criteria - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.*
- Collect Data - Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.*
- Evaluate Projects - Measure and rank each project based upon evaluation criteria and supporting data.*
- Draft Plan - Compile a working document for review and refinement.
- Review Draft Plan - Gain input and comments from stakeholders.
- TIP Adoption - Board of County Commissioners adopts the TIP through a public hearing process.
- Assess Plan - Continual refinement and improvement of plan and development process.

* This step is executed on even years only.

PUBLIC INVOLVEMENT PROCESS

An important component of the Transportation Improvement Program is to provide the public with the opportunity to provide input into the development of the program. The purpose of the Public Involvement Program is to reflect public consensus on allocating resources for transportation capital improvements. Clark County Public Works coordinates with a cross-section of community members, representing a variety of different interests, to identify general and specific community sentiment on issues relating to the transportation needs of the community.

The Public Involvement Process is based on a biennial cycle. During odd-numbered years, the public involvement process is limited to individual contacts from the public and the Public Hearing to adopt the TIP. A full involvement process is undertaken during even-numbered years, which includes the identification of potential TIP projects, and the review of the project evaluation system.

The following is a summary of the public outreach efforts that occur during the even-numbered years:

- Community open houses;
- Transportation Improvement Program Involvement Team meetings;
- Organized presentations to neighborhood and business associations;
- Internet web site;
- Current TIP and map displayed in the Vancouver Library; and
- Press releases and newspaper advertisements.

The focal point of the public involvement process is the Transportation Improvement Program Involvement Team (TIPIT). The TIPIT consists of a group of approximately 30 citizens and county staff, representing a wide range of views and backgrounds. The role of the TIPIT is to assist the County with identifying projects, refining the project evaluation criteria, developing the project priority array, reviewing the draft TIP, and recommending a program to the county engineer.

PROJECT IDENTIFICATION

Capital Improvement Projects

Projects within the Transportation Improvement Program include new roadways, roadway widening, bridges, preservation projects, and pedestrian and bicycle facilities. With the exception of the Ongoing Programs, we currently identify new projects on a biennial cycle, concurrent with the public involvement process. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

Ongoing Programs Projects

The Ongoing Programs Projects were established to address the completion of minor improvements and small-scale projects in specific categories. These programs consist of:

- Transportation Safety Improvement Program;
- Sidewalk and ADA Compliance Program;
- Neighborhood Traffic Management Program;
- Environmental Impact Mitigation Program;
- Un-programmed/Advanced Right-of-way Purchases Program; and
- Road Preservation Program.

See the ongoing programs detail sheets section for a description of each of the ongoing programs.

Projects within the ongoing programs are brought forward by citizens and staff throughout the year as needs are identified. Safety and pedestrian projects considered for funding are generally taken from the Roadway Conditions Inventory Report which is updated annually.

PROJECT EVALUATION SYSTEM

Project evaluation is performed on a biennial cycle during even-numbered years, concurrent with the public involvement process and applies only to the capital improvement projects, not to the ongoing programs. Occasionally, a project may bypass the ranking process due to an emergency situation or to develop a regionally significant project in conjunction with an adjoining agency (i.e. WSDOT or City of Vancouver). Bridge projects often bypass the ranking system also as they are ranked and evaluated separately in the annual bridge report.

The evaluation system is designed to provide an objective means to evaluate projects and rank them accordingly. Listed below are the nine (9) measurement criteria that form the basis of the evaluation system:

- Safety (considering both collision data and exposure);
- Comparison to the Arterial Atlas;
- Concurrency;
- Multimodal;
- Route Connectivity;
- Environmental Impacts;
- Public/Agency Support;
- Support for Economic Development; and
- Leveraging of Outside (non-County) Funding

Based upon the established evaluation criteria, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages.

EVALUATION CRITERIA

Safety (Maximum Score = 30, Weight = 1)

The safety criteria consider two significant measures of safety for a potential project. The first measure, or *collision score*, assigns points to a project based on actual collision history. The second measure, referred to as the *exposure score*, quantifies the sub par conditions that the project is intended to address.

Collision History:

The collision index considers the accident rate and the critical accident rate within the limits of each project. The *accident rate* is the total number of accidents per million vehicles traveling through the project area. The *critical accident rate* is the rate expected due to normal variation. The *collision index* is the ratio of the accident rate to the critical rate. An index greater than one indicates that the intersection or corridor experiences more collisions than expected under normal conditions.

Accident rates are calculated according to the type of project under consideration as follows (Note: ADT = Average Daily Traffic):

$$\text{Corridor Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{Segment Length} \times \text{ADT} \times \text{Years} \times 365}$$

$$\text{Intersection Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{ADT Entering} \times \text{Years} \times 365} \quad (\text{for intersection projects only})$$

The critical rate is calculated from the following formula:

$$\text{Critical Rate} = \bar{R} + k \times \sqrt{\frac{\bar{R}}{m}} + \frac{1}{2 \times m}$$

Where:

$$\bar{R} = 2.12 \text{ for segment}$$

$$\bar{R} = 0.80 \text{ for intersections}$$

$$k = 1.645 \text{ (constant)}$$

$$m = \text{ADT} \times \text{Years} \times 365 \times \text{Length} / 10^6$$

The collision index is then calculated:

$$\text{Collision Index} = \frac{\text{Accident Rate}}{\text{Critical Rate}}$$

Finally, interpolation from the following scale provides the collision portion of the safety score:

<u>Collision Index</u>	<u>Collision Score</u>
◇ equal to or greater than 1.8	65
◇ equal to 1.0	20
◇ equal to .5	10
◇ equal to 0	0

Exposure:

The exposure score is a summation of several measures regarding the existing conditions in the field. Once those conditions are measured, the score is modified by the exposure index to account for the number of vehicles actually exposed to those conditions.

<u>Exposure Measure</u>	<u>Score</u>
-------------------------	--------------

Existing Shoulder Widths:

◇ Between 0 and 1 foot wide	5
◇ Between 1 and 2 feet wide	3.75
◇ Between 2 and 4 feet wide	2.50
◇ Between 4 and 8 feet wide	1.25
◇ Greater than 8 feet wide	0

Fixed Objects Adjacent to the Roadway (average number of objects per 100 feet of roadway):

◇ 4 or more objects per 100 feet of roadway	5
◇ Between 3 and 4 objects per 100 feet of roadway	3.75
◇ Between 2 and 3 objects per 100 feet of roadway	2.50
◇ Between 1 and 2 objects per 100 feet of roadway	1.25
◇ 0 objects per 100-feet of roadway	0

Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):

◇ 30 feet and greater	5
◇ Between 20 and 30 feet	3.75
◇ Between 10 and 20 feet	2.50
◇ Between 1 and 10 feet	1.25
◇ Less than 1 foot	0

Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual):

◇ Between 0 and 2.5 feet	5
◇ Between 2.5 and 4 feet	3
◇ Between 4 and 5 feet	1
◇ 5 feet or more	0

Sidewalks (existing sidewalks or walkways along project corridor):

- | | |
|--|------|
| ◇ No existing sidewalks (shoulders for rural projects) | 5 |
| ◇ Some existing sidewalks (at least 65%) | 2.50 |
| ◇ Existing sidewalks along full length of project | 0 |

Pedestrian Safety:

- | | |
|---|---|
| ◇ Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use | 5 |
| ◇ Directly serves a school or other high-volume source of pedestrian or bicycle use | 3 |

Other Issues (horizontal/vertical alignment, sight distance, intersection alignment)

- | | |
|--|---|
| ◇ Existing alignment, sight distance deficiencies | 5 |
| ◇ No existing alignment, sight distance deficiencies | 0 |

$$\text{Exposure Index} = \left(\frac{\text{AADT}}{1,000} \right) \leq 1.0 \quad (\text{maximum value of } 1)$$

Exposure Score = Exposure Index x Sum of Exposures (maximum score = 35 points)

Raw Safety Score = Collision Score + Exposure Score (maximum score = 100 points)

There is a maximum of 100 points that a project can accrue from the eight elements in the safety category as previously shown (65 points for collision history and 35 points for exposure). Once a project has been scored against these elements and a score total has been derived, the project is assigned a final score for the safety criteria as follows:

$$\text{Final Safety Score} = \text{Safety Score} \times \left(\frac{30}{100} \right)$$

Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)

Comparison of project's existing roadway section with section specified in the County Arterial Atlas:

- | | |
|---|---|
| ◇ Requires additional travel lanes | 1 |
| ◇ Requires center/left-turn lane | 2 |
| ◇ Requires sidewalks (shoulders for rural) | 1 |
| ◇ Requires bike lanes (shoulders for rural) | 1 |
| ◇ Other projects | 0 |

Concurrency (Maximum Score = 10, Weight = 1.5)

Concurrency standards are measured in terms of “average travel speed” for corridors (measured by standards set forth in Chapter 12.41, Transportation Concurrency Management System), and Level of Service (LOS) for intersections (LOS measured by standards set forth in the Highway Capacity Manual, with LOS E indicating failure):

- ◇ The project will improve one or more intersections of regional significance that are:
 - ◇ Failing 6
 - ◇ Within 10% of failing 4
- ◇ The project will improve an adopted concurrency corridor that is:
 - ◇ Failing (below the threshold corridor speed) 3
 - ◇ Within 3 mph of failing 2
- ◇ The project will improve conditions in an adopted transportation moratorium area 1
 - ◇ Does not address any concurrency or LOS concerns 0

Multimodal (Maximum Score = 6, Weight = 1)

Transit or bike/pedestrian system improvements (note that addition of bike lanes and sidewalks is included in the “Comparison to County Arterial Atlas” criteria above):

- ◇ Completes missing links in existing bike/pedestrian system 2
- ◇ Improves access to a Park & Ride Facility 2
- ◇ Improves the operation of a C-TRAN route within project limits 2

Route Connectivity (Maximum Score = 5, Weight = 2)

Project’s link with other arterial and collector routes:

- ◇ Project is linked to primary route (arterial or above) AND secondary route (collector) 3
- OR**
- ◇ Project links two primary routes 2
- OR**
- ◇ Project links two secondary routes 1
- ◇ Gap project 2
- ◇ Other projects 0

Environmental Mitigation (Maximum Score = 6, Weight = 1)

Based upon preliminary review by County staff, each project will be given a score of 6 and then points will be deducted, based on the following impacts types (lowest possible score = 0):

- | | |
|--|-----|
| ◇ No significant impacts anticipated | 0 |
| ◇ Low category wetland impact (roadside ditches, Category 4 wetlands) | (3) |
| ◇ Medium category wetland impact (cumulative impacts/Category 2, 3 wetlands) | (4) |
| ◇ High category wetland impact (Category 1 wetlands includes ESA impacts) | (5) |
| ◇ Stream impact (with or without wetland impact) | (3) |
| ◇ Shoreline impact (with or without wetland impact) | (2) |
| ◇ Wetland/habitat fragmentation impact | (6) |

Public and Outside Agency Support (Maximum Score = 2, Weight = 1):

- | | |
|--|---|
| ◇ Supported by the Regional Transportation Council, State Transportation Plan, or surrounding cities | 1 |
| ◇ Supported by the Public (TIPIT, adopted neighborhood circulation plan) | 1 |
| ◇ No known support by public or local agencies | 0 |

Support for Economic Development (Maximum Score = 15, Weight = 1)

The number of potential future jobs used for scoring the projects is determined as follows:

1. The following property within one half-mile of the project limits is determined using GIS data:

For vacant industrial property:

Primary	9 jobs/gross acre
Secondary	9 jobs/gross acre
Tertiary	4.5 jobs/gross acre

For commercial property:

Vacant	20 jobs/gross acre
Under-utilized	20 jobs/gross acre
Vacant with critical	20 jobs/gross acre

2. The potential future jobs are calculated by multiplying the total acreage times the job/gross acre. Values for jobs/gross acre (shown above) are based on adopted land use planning criteria for Clark County. Those values take into account loss of land to infrastructure and environmental constraints.

3. The potential future number of jobs in the area is then used to determine the score.

◇ Improves access to or is within an adopted Focused Public Investment Area:	5
◇ Potential future industrial jobs within half-mile of project:	
◇ 1,250 or more	7
◇ 1,000 to 1,249	5
◇ 750 to 999	3
◇ 250 to 749	1
◇ Potential future commercial jobs within half-mile of project:	
◇ 800 or more	3
◇ 450 to 799	2
◇ 250 to 449	1
◇ Other projects	0

Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)

State/Federal grant sources, regional, municipal, or other non-county funds:

◇ 80% outside funds available	6
◇ 70% outside funds available	5
◇ 60% outside funds available	4
◇ 50% outside funds available	3
◇ 10% outside funds available	2
◇ No funds committed	0

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criteria scores result in a total score and ranking for the project. Refer to the attached Priority Array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting Priority Array is used as the starting point to decide which projects are funded in the next six years.

In past years, there was concern expressed as to the rationale for evaluating and ranking projects that are currently underway. The concern is that these projects have previously been evaluated and targeted for completion, thereby obligating the County to finish the project. In order to address this issue, the TIPIT recommended removing these projects from the ranking order.

To separate those projects, an "Obligated" category was created. If a project has 10% or greater of its total projected cost already expended, the project is considered to be one that the County is committed to completing and therefore is assigned an "obligated" status. The expending of 10% or greater of a project's budget generally indicates that, at

a minimum, the engineering is well underway and the project has entered the right-of-way phase.

Obligated projects are listed alphabetically and assigned a letter in that order. The assigned letter does not indicate priority in any way.

PROGRAMMING CONSIDERATIONS

After establishing the priority array, available program dollars are assigned to projects with consideration to the following:

- The priority array,
- Available grant funds,
- Available TIF funds, and
- Regional transportation priorities.

The Six-Year Program Matrix only displays those projects that have funding in at least one phase of the project during the next six years.

TITLE VI AND VII COMPLIANCE

Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all County services, and services of its contractors. The County's practices of non-discrimination are consistent with Title VI and VII of the 1964 Civil Rights Act, as amended.

Federal and state grants require that the County, its contractors, subcontractors, and other sub-recipients who receive federal funds actively ensure non-discrimination in all of their programs and activities. These obligations apply even if those other programs and activities are not federally funded. It is County policy to afford all bidders an equal opportunity to quote and compete on equal terms. Disadvantaged Business Enterprises (DBE) is encouraged to respond to every applicable contracting opportunity. The County will ensure all businesses a realistic opportunity to participate in the County's purchasing processes, fairly and competitively.

If you have questions about the federal funding process, you are encouraged to contact the Public Works Department at (360) 397-6118.

FINANCIAL ANALYSIS

There are several funding sources available for the engineering and construction of transportation improvements in Clark County. The County Road Fund provides the principal source of program dollars. This local money is supplemented by Federal and State grant dollars administered through different offices. Below is a brief description of available funds, along with a brief explanation of projected revenues from each source (see Figure 3 on page 22 for percentage of program funded by the various grants).

FEDERAL FUNDING SOURCES

The Intermodal Surface Transportation Efficiently Act (ISTEA) of 1991, the subsequent Transportation Equity Act for the 21st Century (TEA-21) of 1998, and the newest Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 has set the bar for federal funding. SAFETEA-LU guarantees funding for highways, highway safety, and public transportation and represents the largest surface transportation investment in our Nation's history, totaling \$244.1 billion 2006 through 2009. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

The specific grant programs available for Clark County through SAFETEA-LU include the following:

- **Highway Bridge Replacement and Rehabilitation Program (HBRRP).** This program's objective is to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals, and other barriers. Approximately \$20 million is available statewide each year through a statewide competition. The amount available for Clark County will fluctuate, depending on specific project needs. Clark County was awarded funds for three projects in 2004, which include:
 - Daybreak Bridge - Daybreak Road at East Fork Lewis River
 - Lucia Falls Bridge - Hantwick Road at East Fork Lewis River
 - Kline Line Bridge - NE Highway 99 at Salmon Creek at Salmon Creek

- **Surface Transportation Program - Clark County Transportation Management Area (STP-TMA).** The objective of the STP program is to fund road construction, reconstruction, resurfacing, restoration, and rehabilitation. Approximately \$2 to \$4 million per year will be allocated to the Clark County Transportation Management Area (TMA), which consists of Clark County and the City of Vancouver. Projects funded by this Surface Transportation Program are selected by the Regional Transportation Council (RTC). C-TRAN, RTC, and WSDOT are also eligible for these funds. Clark County's share is based upon RTC's current TIP and expected future funding awards. In 2005, Clark County was awarded \$1.1 million for NE 72nd Avenue and \$1.2 million for NE 88th Street construction.
- **Surface Transportation Program – Hazard Elimination System (HES).** Under TEA-21, some STP funds are allocated for two safety categories (Group 1 - larger and signal projects; Group 2 - smaller and guardrail projects). The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Transportation Enhancements (STP-Enhancement).** Under TEA-21, 10% of STP funds are set aside for transportation enhancement projects. These can be bicycle and pedestrian "transportation projects", scenic or historic highways, and highway beautification (landscaping). The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Statewide Competition (STP-Competitive).** The goal of the program is to fund regionally significant projects and programs that develop, improve, and/or preserve an integrated transportation system that encourages multimodal choices to the public. The STP Competitive Program was allocated about \$85M over the life of TEA -21. TIB allocated the remaining STP competitive funds, \$22M, in December of 2000. The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Rural Assistance (STP-Rural).** TEA-21 requires STP funding for rural projects. Approximately \$250,000 is targeted for Clark County and small cities in the County each year. The next call for projects is subject to the re-authorization of TEA-21.
- **Congestion Mitigation and Air Quality Improvement (CMAQ).** This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS). The funds will be used for non-roadway improvement projects such as bus or HOV lanes, traffic signal coordination, bike lanes, and other congestion mitigation activities. RTC selects projects for funding. The next call for projects is subject to the reauthorization of TEA-21.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

Block grants are targeted for low and moderate income areas. Improvements usually consist of sidewalk and capital improvements. If an applicable project arises, Clark County will apply for CDBG grants.

STATE FUNDING SOURCES

Transportation Improvement Board (TIB)

The Transportation Improvement Board (TIB) administers several state-funded grant programs. The TIB's mission is to fund "high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services".

- **Urban Corridor Program (UCP)** formally the Transportation Partnership Program (TPP). This program was established by the State of Washington in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects must be attributable to congestion caused by economic development or growth; and be consistent with state, regional, and local comprehensive plans. Local funds must provide a minimum 10- 20% match. TIB funded 10 Projects statewide in the FY 2007 Program for a total of \$34.45 million.
- **Urban Arterial Program (UAP)** formally the Arterial Improvement Program (AIP). This program was established by the State in 1967 and is funded by the Urban Arterial Trust Account (UATA). The purpose of this program is to fund arterial road projects to reduce congestion and improve safety, geometrics, and structural concerns. Project selection criteria include pavement condition, pavement and roadway width, traffic, accidents, and people-carrying capacity. Projects can receive a maximum 80% reimbursement, depending on agency population. TIB funded 13 Projects statewide in the FY 2007 Program for a total of \$27.35 million.
- **Urban Sidewalk Program (USP)** the formally Pedestrian Safety and Mobility Program (PSMP). This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. This program is also funded by the Urban Arterial Trust Account (UATA). The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. Selection criteria include safety, pedestrian generators, convenience, public acceptance, and project cost. The FY 2007 program totals to over \$2 million.

County Road Administration Board (CRAB)

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine (39) county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

- **Rural Arterial Program (RAP).** In 1983, the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$35 million per biennium.
- **County Arterial Preservation Program (CAPP).** In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax (MVFT), which generates approximately \$24 million per biennium. Clark County receives approximately \$500,000 per year in CAPP funds.

Washington State Public Works Board

The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs.

- **Public Works Trust Fund (PWTF) Construction Loan Program.** The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term, with an interest rate as low as one-half percent. The maximum for any agency is ten million dollars per biennium.
- **Public Works Trust Fund Pre-Construction Loan Program.** The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design work, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate of only one-half percent. The maximum for any agency is one million dollars per biennium.

LOCAL FUNDING SOURCES

Local funding sources include funds that are not administered through State or Federal agencies. These funds are achieved through taxes, private contributions, and other revenues.

- **Clark County Road Fund (CRF).** The funds are established through County property tax, gas tax, and other revenues. By State law, 0.5% of the annual gas tax allocation (or approximately \$30,000 per year) must be used for special projects, such as bikeways. Figure 1 shows the various sources of revenue that currently comprise the County Road Fund. Figure 2 on the following page shows the projected revenue, expenditure, and remaining fund balance for the County Road Fund over the next six years.

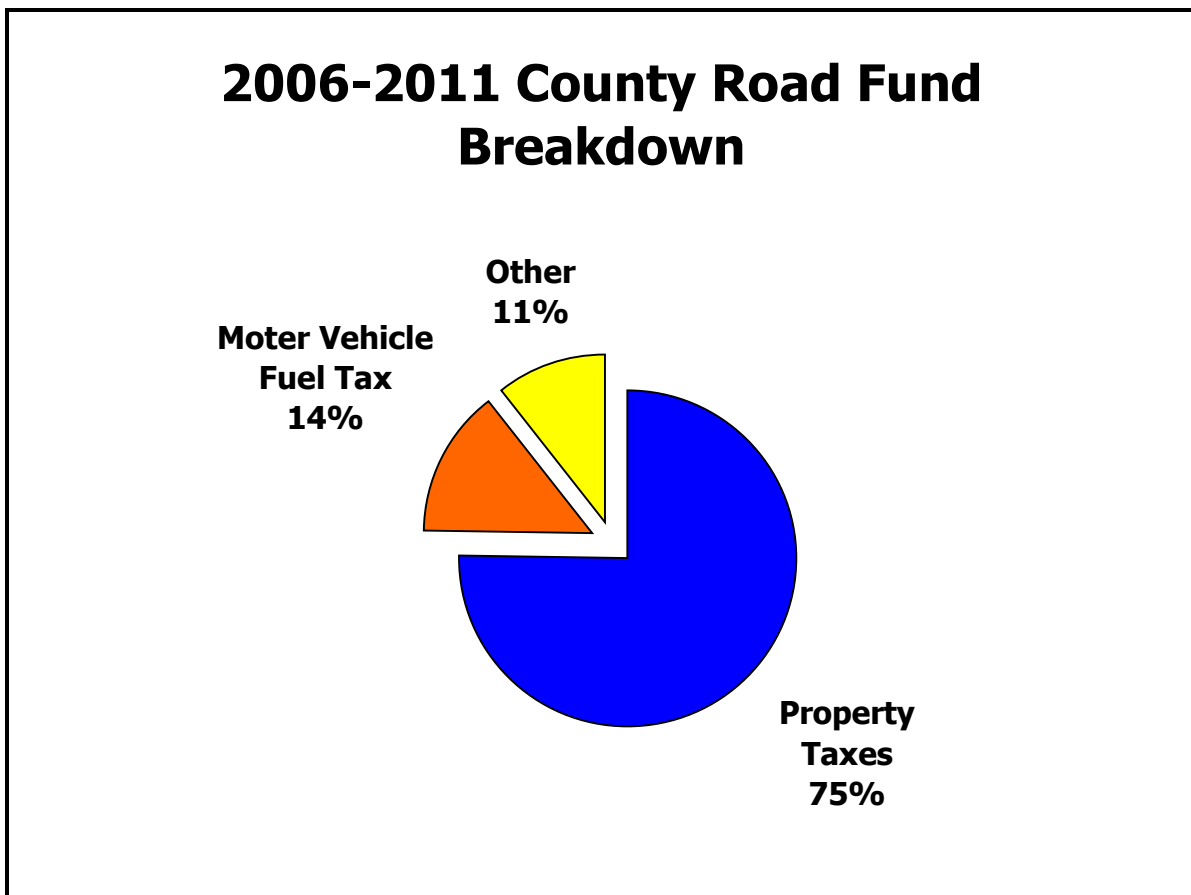


Figure 1: 2006-2011 County Road Fund Breakdown

2006 - 2011 TIP Road Fund Forecast

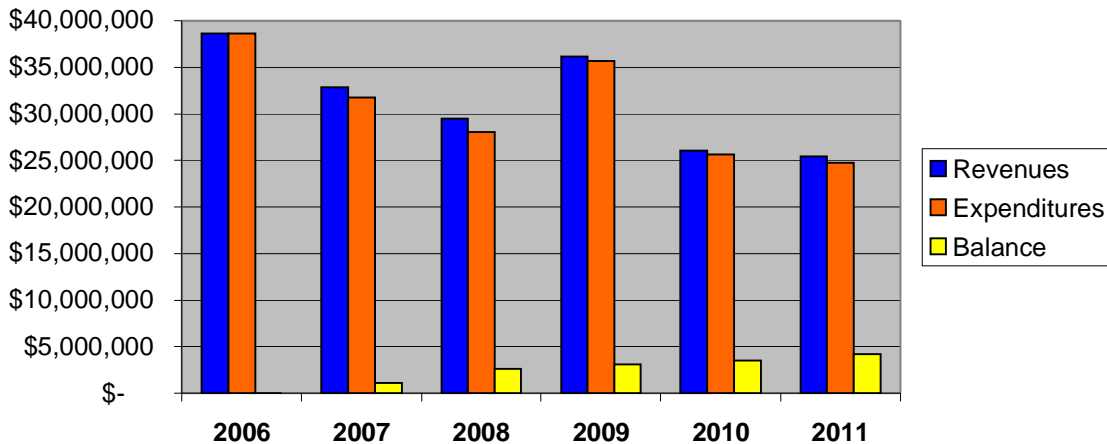


Figure 2: 2006-2011 TIP Road Fund Forecast

- **Transportation Impact Fees (TIF).** New developments and re-developments are assessed TIF's, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was adopted on August 17, 2001 (ordinance number 2001-08-01A). The technical document defines the allowable funding amounts for each project.
- **Road Improvement District (RID).** RID's are special projects which are funded by those properties benefiting from the improvement. The County will build the project, using revenue bonds from the RID participants. The 2006-2011 TIP does not project any revenues from RID's. Clark County will pursue a Road Improvement District if a project is applicable and the adjacent property owners express an interest in this program.
- **Frontage Improvement Agreements (Private).** A developer may enter into a frontage improvement agreement with the County where the developer pays the County for improvements along their road frontage. Most developments are required to construct frontage improvements (i.e. travel lanes, bike lanes, sidewalks, drainage) and, in cases where the development abuts a proposed road improvement project, it is often beneficial for the County to construct the improvements as part of the capital project.

- **Private/Latecomers (Private)**. According to State law and Clark County Code 12.36, new developments and re-developments may be charged “Latecomer Fees” by the County for improvements that would have been required as a part of the development, but are scheduled to be constructed by the County. These latecomer fees are collected as a reimbursement to the County for that expense. All projects shown on the six-year program matrix are considered eligible for latecomer reimbursement.

TIP EXPENDITURES

The expenditures in the 2006-2011 Transportation Improvement Program are from a combination of the sources discussed above. Figure 3 indicates the percentage each source contributes to the TIP. The County Road Fund accounts for just under half of the TIP expenditures, with various grants and traffic impact fees covering remaining costs.

Figure 4 depicts what types of projects the TIP focuses on. Improving safety and mobility is the focus of the program. It is important to note that all projects include aspects of economic development, safety, and mobility and projects generally must include benefits to at least two of those three categories to score highly on the TIP. Typically, projects score higher on safety or mobility as compared to economic development and so the chart appears skewed toward those categories.

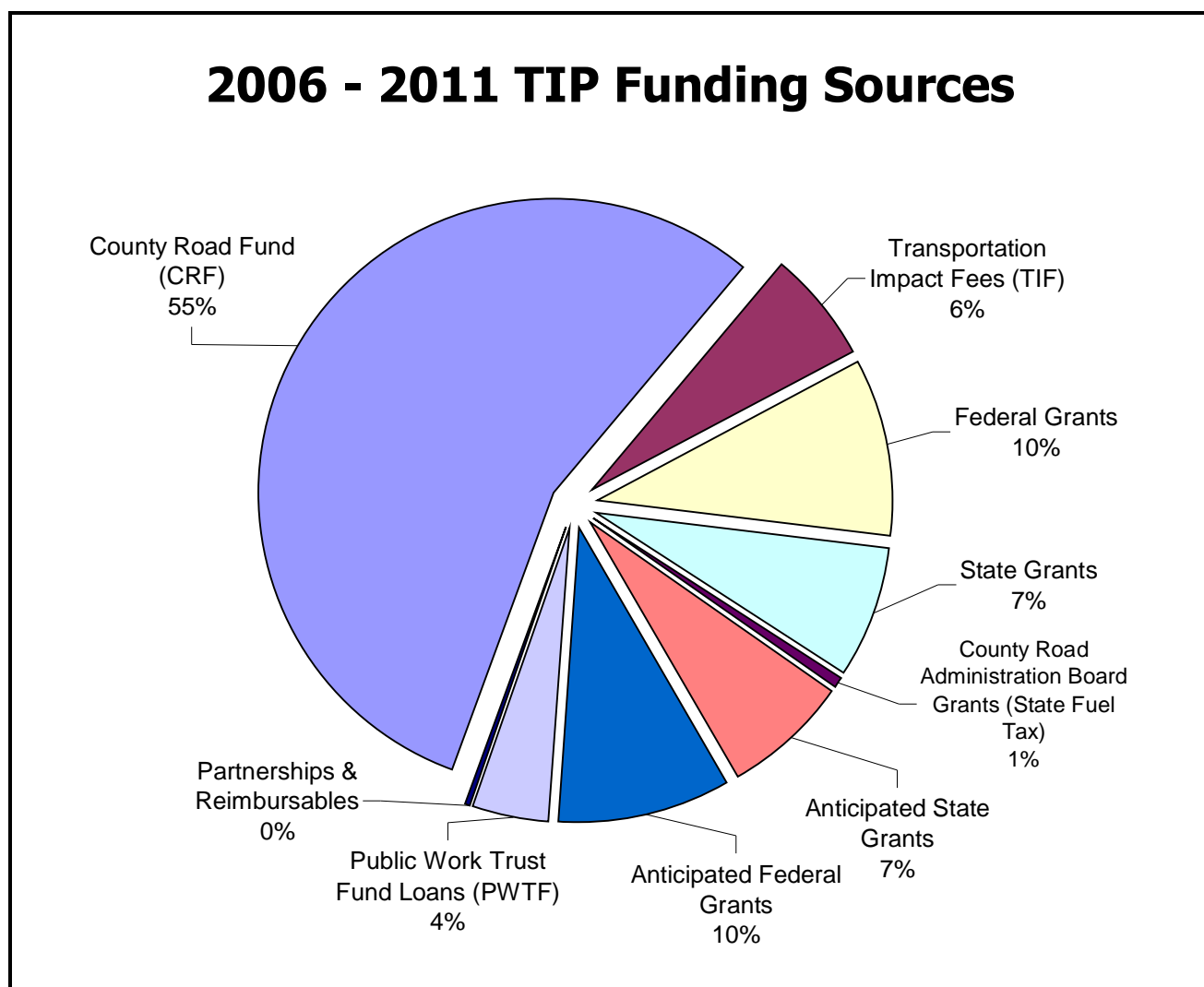


Figure 3: 2005-2010 TIP Funding Sources

2006 - 2011 TIP Expenditures by Classification

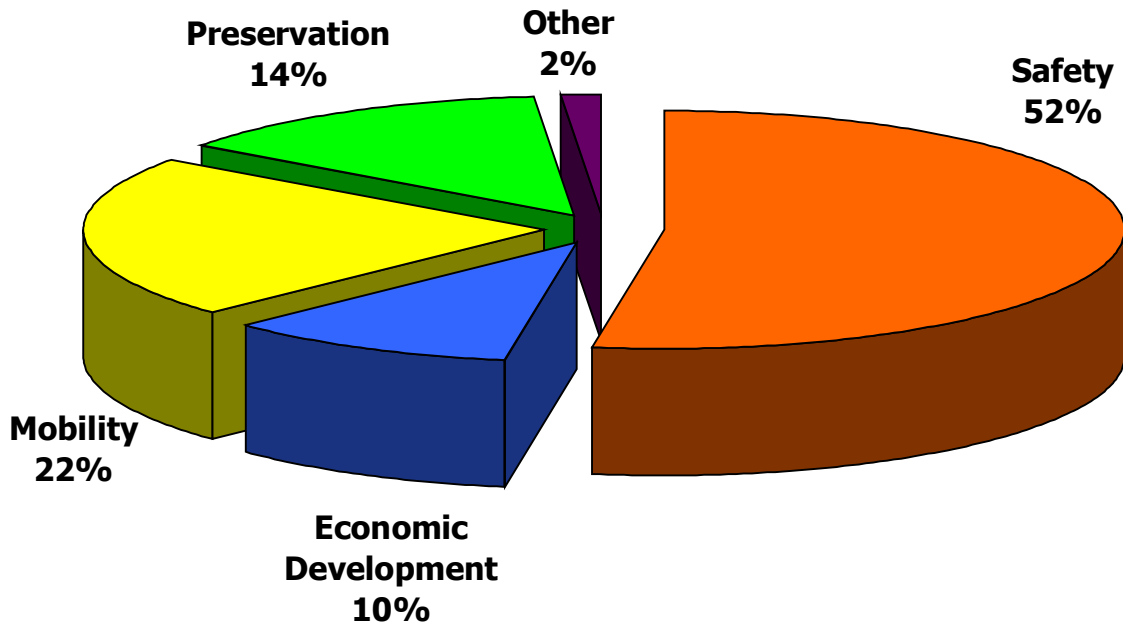


Figure 4: 2006-2011 Expenditure by Classification

REASONABLY FUNDED PROJECTS

For purposes of concurrency evaluation, all improvement projects that are completely funded (and grant money is obligated) within the first three years of the TIP are considered reasonably funded. These projects include the following:

Ongoing Programs (locations to be determined)

- Transportation Safety Improvement Program
- Sidewalks and ADA Compliance Program
- Road Preservation Program
- Unprogrammed/Advanced Right-of-Way Purchases Program
- Neighborhood Traffic Management Program
- Environmental Impact Mitigation Program

<u>Improvement Projects</u>	<u>TIP Priority</u>
• Betts Bridge #26	A ¹
• Kline Line Bridge #1	B
• Lucia Falls Bridge #116	C
• NE 117 th Street – NE Hazel Dell Avenue to Highway 99	D
• NE 137 th Avenue – Fourth Plain Boulevard to NE 76 th Street	E
• NE 15 th Avenue – NE Union Road to NE 179 th Street	F
• NE 63 rd Street – NE Andresen Road to Interstate 205	G
• NE 72 nd Avenue – North of NE 88 th Street to NE 110 Street	H
• NE Heisson Road at NE 244 th Street Intersection	J
• NE St. Johns Road – NE 50 th Avenue to NE 72 nd Avenue	K
• NW 117 th /119 th Street – NW 7 th Avenue to Hazel Dell Avenue	N

¹ Lettered Projects = Obligated projects in the Priority Array

2006 - 2011 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
1	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)	15	10	6	0	6	3	0	15	0	0	55
2	NE Highway 99 - NE 99th Street to NE 117th Street	26	8	0	4	4	3	1	8	0	0	54
3	NE 94th Avenue - Padden Parkway to NE 119th Street	9	10	12	0	10	0	0	13	0	0	54
4	NE 88th Street - Highway 99 to St. Johns Road	23	8	0	2	6	6	0	8	0	0	53
5	NE 99th Street - NE 72nd Avenue to NE 94th Avenue	8	10	6	0	10	0	0	15	0	0	49
6	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue	21	8	0	2	6	6	0	6	0	0	49
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue	25	8	0	0	6	0	0	8	0	0	47
8	NW Seward Road - NW Bliss Road to NW 41st Avenue	24	4	9	0	4	6	0	0	0	0	47
9	NE Highway 99 - Ross to NE 63rd Street	12	8	0	6	10	3	1	5	0	0	45
10	NE 72nd Avenue - NE 119th Street to NE 133rd Street	23	8	0	0	0	6	1	6	0	0	44
11	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street	20	8	0	4	4	6	1	1	0	0	44
12	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)	18	10	0	0	4	0	0	11	0	0	43
13	NE 99th Street - St. Johns Road to NE 72nd Avenue	15	10	0	0	8	0	0	9	0	0	42
14	NE 179th Street - NE Cramer Road to SR-503	12	10	0	0	10	0	1	8	0	0	41
15	NE 50th Avenue - NE LaLonde Drive to NE 119th Street	15	8	0	2	6	3	0	6	0	0	40

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2006 - 2011 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
16	NE 179th Street - East of Union Road to NE 50th Avenue	14	10	0	0	6	0	1	9	0	0	40
17	NE 72nd Avenue at NE 239th Street - Intersection	24	4	0	0	6	6	0	0	0	0	40
18	NW Timmen Road - NW Spencer Rd to NW La Center Rd	25	4	0	0	4	6	0	0	0	0	39
19	NW 11th Avenue - NW 139th Street to NW 149 Street	7	6	9	2	10	0	0	5	0	0	39
20	NE 88th Street - Hazel Dell Avenue to Highway 99	3	10	9	2	4	2	1	8	0	0	39
21	NE 78th Street - Ward Road to NE 162nd Avenue	24	4	0	0	4	6	0	1	0	0	39
22	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue	19	8	0	0	6	0	0	5	0	0	38
23	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue	24	8	0	0	6	0	0	0	0	0	38
24	NE 142nd Avenue - NE 159th Street to NE 199th Street	27	4	0	0	6	0	0	1	0	0	38
25	NE Delfel Road - NE 184th Street to NE 199th Street	12	8	0	0	6	2	0	9	0	0	37
26	NE 20th/15th Avenue - NE 154th Street to NE 15th Avenue	7	8	0	2	10	3	0	6	0	0	36
27	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)	10	10	0	0	6	6	0	4	0	0	36
28	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street	26	4	0	0	6	0	0	0	0	0	36
29	NE 192nd Avenue - SE 1st Street to NE 18th Street	12	10	0	0	6	6	1	1	0	0	36
30	NE 63rd Street - Interstate 205 to Covington Road	14	8	0	0	6	6	0	2	0	0	36

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2006 - 2011 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
31	NE 88th Street - NE Ward Road to NE 83rd Street	25	4	0	0	6	0	0	0	0	0	35
32	NE 10th Avenue - NE 149th Street to NE 164th Street	8	10	0	0	10	0	0	7	0	0	35
33	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street	12	4	9	0	4	6	0	0	0	0	35
34	NE 119th Street - NE 117th Avenue to NE 152nd Avenue	14	8	0	2	6	2	0	3	0	0	35
35	NE 182nd Avenue - SR 500 to NE 83rd Street	23	4	0	0	6	1	0	0	0	0	34
36	NE 47th Avenue - NE 63rd Street to NE 78th Street	9	10	0	0	4	3	0	8	0	0	34
37	NE 199th Street - NE 10th Avenue (SR 502) to NE 15th Avenue	7	8	6	0	6	0	0	6	0	0	33
38	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance	7	8	0	0	6	3	0	9	0	0	33
39	NW 119th Street - NW 36th Avenue to NW 31st Avenue	8	8	9	2	0	6	0	0	0	0	33
40	NE 29th Avenue - NE 134th Street to NE 179th Street	11	8	0	0	6	0	0	8	0	0	33
41	NE 179th Street - NE 50th Avenue to Cramer Road	18	8	0	0	6	0	1	0	0	0	33
42	NW Bratton Road - Pacific Highway to NW 29th Avenue	22	4	0	0	4	3	0	0	0	0	33
43	NE 152nd Avenue - NE Ward Road to NE 99th Street	14	4	0	2	6	6	0	1	0	0	33
44	NE 50th Avenue - NE 119th Street to NE 139th Street	12	8	0	0	6	6	0	0	0	0	32
45	NE Highway 99 - NE 63rd Street to NE 99th Street	9	0	0	2	6	6	1	8	0	0	32

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2006 - 2011 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
46	NE Delfel Road - NE 179th Street to NE 184th Street	11	8	0	0	2	2	0	9	0	0	32
47	NE 130th Avenue - Padden Parkway to NE 99th Street	8	4	0	0	10	6	0	4	0	0	32
48	NE 182nd Avenue at NE 159th Street - Intersection	7	4	9	0	6	6	0	0	0	0	32
49	NE 99th Street - NE 137th Avenue to NE 152nd Avenue	10	8	0	2	6	6	0	0	0	0	32
50	NE 68th Street - Highway 99 to St. Johns Road	13	4	0	0	4	2	0	9	0	0	32
51	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue	23	4	0	0	2	3	0	0	0	0	32
52	NE 182nd Avenue - NE 159th Street to Risto Road	12	4	9	0	6	0	0	0	0	0	31
53	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road	13	4	0	0	6	0	0	8	0	0	31
54	NE 159th Street - NE 172nd Avenue to NE 182nd Avenue	11	4	9	0	6	0	0	0	0	0	30
55	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)	8	8	0	0	4	0	1	9	0	0	30
56	NE Highway 99 - NE 117th Street to NE 129th Street	7	8	0	2	4	1	0	8	0	0	30
57	NE 25th Avenue - Minnehaha Street to NE 78th Street	3	10	0	0	10	0	0	7	0	0	30
58	NE 107th Avenue - NE Covington Road to NE 99th Street	11	4	0	2	6	6	0	0	0	0	29
59	NE 92nd Avenue - NE 119th Street to NE 159th Street	14	4	0	0	6	0	0	5	0	0	29
60	NW 11th Avenue - NW 149th Street to NW 179th Street	13	4	0	0	6	0	0	5	0	0	28

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2006 - 2011 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
61	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue	11	8	0	0	6	0	0	3	0	0	28
62	NE 182nd Avenue - NE 119th Street to NE 159th Street	11	4	9	0	4	0	0	0	0	0	28
63	NW 21st Avenue - NW 99th Street to NW 119th Street	12	4	0	2	4	6	0	0	0	0	28
64	NE Brothers Road - NE 31st Avenue to NE 41st Avenue	12	4	0	0	6	6	0	0	0	0	28
65	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue	18	4	0	0	6	0	0	0	0	0	28
66	NE Padden Parkway at SR-503 - Interchange	1	0	9	2	4	6	1	4	0	0	27
67	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue	11	4	0	0	6	6	0	0	0	0	27
68	NW Lakeshore Drive - NW 78th Street to McCann Road	10	8	0	2	6	0	1	0	0	0	27
69	NW Bliss Road at NW 21st Avenue - Intersection	4	0	9	2	6	6	0	0	0	0	27
70	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue	14	4	0	0	8	0	1	0	0	0	27
71	NE 50th Avenue - NE 139th Street to NE 159th Street	12	8	0	0	6	0	0	0	0	0	26
72	NE 44th Street - NE St. Johns Road to NE 54th Avenue	10	4	0	0	6	6	0	0	0	0	26
73	NE 72nd Avenue - SR-502 to NE 259th Street	12	4	0	0	6	2	1	0	0	0	25
74	NE 259th Street - NE 10th Avenue to NE 45th Avenue	8	4	0	0	6	0	0	6	0	0	24
75	NE 82nd Avenue at NE 259th Street - Intersection	8	4	0	0	6	6	0	0	0	0	24

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2006 - 2011 Transportation Improvement Program

Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
76	SE 15th Street - Everett Road to SE 283rd Avenue	6	8	0	0	8	2	0	0	0	0	24
77	NE 50th Avenue - NE 159th Street to NE 179th Street	9	8	0	0	6	0	0	0	0	0	23
78	NE Robinson Road at SR-500 - Intersection	7	4	0	0	6	6	0	0	0	0	23
79	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue	9	8	0	0	6	0	0	0	0	0	23
80	NE J.A. Moore Road - NE 290th Street to NE 297th Street	13	4	0	0	6	0	0	0	0	0	23
81	NW 31st Avenue - Ridgefield City Limits to NW 319th Street	7	4	0	0	6	0	0	6	0	0	23
82	NW 209th Street - NW Delfell Road to NW 31st Avenue	10	4	0	0	4	0	0	5	0	0	23
83	NE 50th Avenue - NE 179th Street to NE 199th Street	8	8	0	0	6	0	0	0	0	0	22
84	NE 58th Street - NE Andresen Road to NE 81st Avenue	6	4	0	0	4	6	0	2	0	0	22
85	NE 40th Street - NE 54th Avenue to Andresen Road	5	4	0	0	6	6	0	1	0	0	22
86	NW 94th Street - NW 21st Avenue to NW 9th Avenue	10	4	0	0	2	6	0	0	0	0	22
87	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road	11	4	0	0	6	0	0	0	0	0	21
88	NW 179th Street - NW 11th Avenue to NW 41st Avenue	10	4	0	0	6	0	0	0	0	0	20
89	NW Hayes Road - NW 34th Avenue to NW 21st Avenue	9	4	0	0	4	0	1	0	0	0	18
90	NW 36th Avenue at McCann Road - Intersection	4	4	0	2	0	6	1	0	0	0	17

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2006 - 2011 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
91	NW 41st Avenue - NW 169th Street to NW 182nd Street	9	4	0	0	4	0	0	0	0	0	17
92	NE 379th Street at NE 94th Avenue - Intersection	7	4	0	0	4	0	0	0	0	0	15
93	NW 179th Street - NW 41st Avenue to Krieger Road	6	4	0	0	4	0	0	0	0	0	14
94	NW Krieger Road - NW 179th Street to NW 192nd Street	2	4	0	0	6	0	0	0	0	0	12

*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

2006 - 2011 Transportation Improvement Program

Project Funding Analysis

				2006			2007			2008			2009			2010			2011					
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Eligibility
IMPROVEMENT PROJECTS																								
A	Betts Bridge #26 Replacement - NE Salmon Creek Avenue at WO Number: 321222	PE	590,000	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	615,000	
		ROW	1,025,000	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,060,000	
		CN	0	653,000	0	2,147,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,800,000	
		TOTAL	1,615,000	2,860,000			0			0			0			0			0			0	4,475,000	
B	Klineline Bridge #1 - NE Highway 99 at Salmon Creek WO Number: 341322	PE	100,000	130,000	0	200,000	170,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	
		ROW	0	0	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000	
		CN	0	0	0	0	660,000	0	2,040,000	0	0	0	0	0	0	0	0	0	0	0	0	0	2,700,000	
		TOTAL	100,000	330,000			3,170,000			0			0			0			0			0	3,600,000	
C	Lucia Falls Bridge #116 - NE Hantwick Rd at East Fork Lewis WO Number: 341412	PE	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	400,000	169,000	0	31,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	
		TOTAL	500,000	200,000			0			0			0			0			0			0	700,000	
D	NE 117th Street - Hazel Dell Avenue to Highway 99 WO Number: 320322	PE	504,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	504,000	
		ROW	981,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	981,000	
		CN	2,000,000	2,619,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,619,000	
		TOTAL	3,485,000	2,619,000			0			0			0			0			0			0	6,104,000	
E	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street WO Number: 321122	PE	105,000	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120,000	319,083 Orchards
		ROW	75,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75,000	
		CN	0	380,000	320,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000	
		TOTAL	180,000	715,000			0			0			0			0			0			0	895,000	
F	NE 15th Avenue - NE Union Road to NE 179th Street WO Number: 382822	PE	688,000	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	703,000	3,592,272 Mt. Vista
		ROW	1,628,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,628,000	
		CN	0	4,129,000	126,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,255,000	
		TOTAL	2,316,000	4,270,000			0			0			0			0			0			0	6,586,000	
G	NE 63rd Street - NE Andresen Road to Interstate 205 WO Number: 330422	PE	645,000	36,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	681,000	3,664,698 Orchards
		ROW	428,000	412,000	100,000	760,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000	
		CN	0	0	0	0	0	0	0	3,190,000	0	1,400,000	0	0	0	0	0	0	0	0	0	0	4,590,000	
		TOTAL	1,073,000	1,308,000			0			4,590,000			0			0			0			0	6,971,000	
H	NE 72nd Avenue - North of NE 88th Street to NE 110th Street WO Number: 310122	PE	680,000	105,000	31,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	816,000	1,811,153 Orchards
		ROW	420,000	0	297,000	900,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,617,000	
		CN	0	0	0	0	1,500,000	410,000	3,230,000	1,120,000	660,000	0	0	0	0	0	0	0	0	0	0	0	6,920,000	
		TOTAL	1,100,000	1,333,000			5,140,000			1,780,000			0			0			0			0	9,353,000	
I	NE 88th Street - St. Johns Road to Andresen Road WO Number: 321022	PE	640,000	150,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	790,000	1,488,115 Orchards
		ROW	807,000	500,000	0	0	0	85,000	538,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,930,000	
		CN	0	0	0	0	0	0	0	227,000	313,000	500,000	485,000	1,000,000	700,000	0	0	0	0	2,100,000	5,325,000			
		TOTAL	1,447,000	650,000			623,000			1,040,000			2,185,000			0			0			2,100,000	8,045,000	
J	NE Heisson Road at NE 244th Street - Intersection WO Number: 330722	PE	114,000	12,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126,000	
		ROW	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000	
		CN	0	300,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	
		TOTAL	174,000	512,000			0			0			0			0			0			0	686,000	
K	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue WO Number: 301422	PE	969,000	-139,000	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	850,000	3,527,137 Orchards
		ROW	4,242,000	10,000	0	0	0	0	0	0	4,242,000	0	0	0	0	0	0	0	0	0	0	0	4,252,000	
		CN	0	3,280,000	1,235,000	2,670,000	2,943,000	442,000	1,130,000	0	0	0	0	0	0	0	0	0	0	0	0	0	11,700,000	
		TOTAL	5,211,000	7,076,000			4,515,000			0			0			0			0			0	16,802,000	

2006 - 2011 Transportation Improvement Program Project Funding Analysis

				2006			2007			2008			2009			2010			2011						
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	CRF	TIF	Grants/ Loans/ Other	Cost to Complete	Project Total	TIF Eligibility	
L	NE Ward Road / NE 172nd Avenue - NE Davis Road to 99th WO Number: 350422	PE	961,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	961,000		
		ROW	1,081,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,141,000		
		CN	4,000	0	0	0	1,500,000	0	1,910,000	0	0	0	0	0	0	0	0	0	0	0	0	0	3,414,000		
		TOTAL	2,046,000	60,000			3,410,000			0			0			0			0			0	5,516,000		
M	Salmon Creek Interchange Project - WO Number: 330322	PE	768,000	0	300,000	298,000	0	0	334,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000	1,874,700 Mt. Vista	
		ROW	600,000	0	0	3,366,000	0	0	4,756,000	0	0	0	0	0	0	0	0	0	0	0	0	-2,422,000	6,300,000		
		CN	0	0	0	0	0	0	0	500,000	500,000	7,316,000	500,000	881,000	5,843,000	1,267,000	193,000	3,000,000	0	0	0	0	20,000,000		
		TOTAL	1,368,000	3,964,000			5,090,000			8,316,000			7,224,000			4,460,000			0			-2,422,000	28,000,000		
N	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue WO Number: 381022	PE	780,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	780,000	2,758,078 Hazel Dell	
		ROW	1,683,000	0	0	0	0	0	0	1,683,000	0	0	0	0	0	0	0	0	0	0	0	0	1,683,000		
		CN	850,000	782,000	670,000	3,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,502,000		
		TOTAL	3,313,000	4,652,000			0			0			0			0			0			0	7,965,000		
O	VAST Project - East Fourth Plain Corridor - I-205 to NE 162nd WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000	2,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256,000	273,000		
		TOTAL	0	17,000			0			0			0			0			0			256,000	273,000		
P	Miscellaneous Projects - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	100,000	83,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0		0
		TOTAL	100,000	83,000			100,000			100,000			100,000			100,000			100,000			0	0		
1	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503) WO Number: 350722	PE	75,000	250,000	0	0	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	725,000		
		ROW	0	0	0	0	0	0	0	350,000	0	0	825,000	0	0	0	0	0	0	0	0	0	1,175,000		
		CN	0	0	0	0	0	0	0	0	0	0	200,000	0	3,000,000	2,000,000	0	0	0	0	0	0	5,200,000		
		TOTAL	75,000	250,000			400,000			350,000			4,025,000			2,000,000			0			0	7,100,000		
2	NE Highway 99 - NE 99th Street to NE 117th Street WO Number: 351022	PE	100,000	300,000	0	0	0	0	1,000,000	735,000	0	0	0	0	0	0	0	0	0	0	0	65,000	2,200,000		
		ROW	0	0	0	0	0	0	0	200,000	0	200,000	0	0	0	0	0	0	0	0	0	0	400,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	4,000,000	10,100,000	16,100,000		
		TOTAL	100,000	300,000			1,000,000			1,135,000			0			0			6,000,000			10,165,000	18,700,000		
3	NE 94th Avenue - Padden Parkway to NE 119th Street WO Number: 350822	PE	100,000	75,000	0	0	0	0	0	700,000	0	0	274,000	0	0	0	0	0	0	0	0	0	1,149,000		
		ROW	0	0	0	0	0	0	0	0	0	0	1,545,000	0	1,500,000	0	0	0	0	0	0	0	3,045,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,000,000	0	0	0	7,117,000	11,117,000		
		TOTAL	100,000	75,000			0			700,000			1,819,000			1,500,000			4,000,000			7,117,000	15,311,000		
4	NE 88th Street - Highway 99 to St. Johns Road WO Number: 330222	PE	822,000	10,000	0	0	0	0	0	0	0	0	263,000	0	0	0	0	0	0	0	0	0	1,095,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,800,000	1,000,000	0	0	500,000	3,300,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,445,000	7,445,000		
		TOTAL	822,000	10,000			0			0			263,000			1,800,000			1,000,000			7,945,000	11,840,000		
5	NE 99th Street - NE 72nd Avenue to NE 94th Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000	0	0	0	460,000	610,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	555,000	555,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,086,000	5,086,000		
		TOTAL	0	0			0			0			0			0			150,000			6,101,000	6,251,000		
6	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue WO Number: 330522	PE	105,000	10,000	0	0	0	0	0	75,000	0	0	0	0	0	0	0	0	0	0	0	0	190,000		
		ROW	100,000	0	0	0	0	0	0	250,000	0	0	310,000	0	0	0	0	0	0	0	0	0	660,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	1,000,000	0	0	0	0	0	0	3,000,000		
		TOTAL	205,000	10,000			0			325,000			2,310,000			1,000,000			0			0	3,850,000		

2006 - 2011 Transportation Improvement Program Project Funding Analysis

Rank	Project	Phase	Spent to Date	2006			2007			2008			2009			2010			2011			Cost to Complete	Project Total	TIF Eligibility
				CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other			
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue WO Number: 340622	PE	241,000	100,000	40,000	0	0	572,000	0	0	0	0	0	0	0	0	0	0	0	0	0	953,000	1,132,058 Hazel Dell	
		ROW	1,000	0	0	0	0	0	0	100,000	399,000	1,500,000	0	0	0	0	0	0	0	0	0	2,000,000		
		CN	0	0	0	0	0	0	0	0	0	0	5,339,000	121,000	0	1,000,000	0	1,800,000	0	0	0	8,260,000		
		TOTAL	242,000	140,000			572,000			1,999,000			5,460,000			2,800,000			0			0		11,213,000
8	NW Seward Road - NW Bliss Road to NW 41st Avenue WO Number: TBD	PE	10,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	550,000	53,000	0	0	0	618,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320,000	320,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,146,000	5,146,000		
		TOTAL	10,000	5,000			0			0			0			550,000			53,000			5,466,000		6,084,000
10	NE 72nd Avenue - NE 119th Street to NE 133rd Street WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0	528,000	0	0	628,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,263,000	1,263,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,230,000	5,230,000		
		TOTAL	0	0			0			0			0			100,000			528,000			6,493,000		7,121,000
11	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street WO Number: 312122	PE	167,000	0	0	0	0	0	0	0	128,000	0	0	0	0	0	0	0	0	0	295,000	1,760,044 Hazel Dell		
		ROW	206,000	0	0	0	0	0	0	0	0	0	0	794,000	0	0	0	0	0	0	1,000,000			
		CN	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000	0	899,000		3,900,000	
		TOTAL	374,000	0			0			128,000			794,000			0			3,000,000				899,000	5,195,000
12	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-) WO Number: 340722	PE	73,000	200,000	0	0	200,000	0	300,000	488,000	0	0	0	0	0	0	0	0	0	0	1,261,000			
		ROW	1,000	0	0	0	0	0	0	0	0	0	0	0	2,000,000	4,270,000	0	0	0	0	6,271,000			
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,200,000	15,290,000	18,490,000			
		TOTAL	74,000	200,000			500,000			488,000			2,000,000			4,270,000			3,200,000				15,290,000	26,022,000
16	NE 179th Street - East of Union Road to NE 50th Avenue WO Number: 381122	PE	635,000	0	0	0	0	0	0	430,000	0	0	0	0	0	0	0	0	0	1,065,000	6,112,980 Mt. Vista			
		ROW	1,579,000	0	0	0	0	0	0	0	0	0	2,056,000	0	700,000	0	50,000	300,000	506,000	354,000		5,545,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,150,000		18,150,000		
		TOTAL	2,214,000	0			0			430,000			2,756,000			350,000			860,000			18,150,000	24,760,000	
CARRY OVER PROJECTS																								
C/O	NE 172nd Avenue - Pacific Park to NE 18th Street WO Number: 331822	PE	101,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101,000				
		ROW	6,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000				
		CN	635,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	640,000				
		TOTAL	742,000	5,000			0			0			0			0			0			0	747,000	
C/O	Daybreak Bridge #273 - Daybreak Rd at East Fork Lewis River WO Number: 341522	PE	95,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95,000				
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		CN	250,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000				
		TOTAL	345,000	50,000			0			0			0			0			0			0	395,000	
C/O	NE 199th Street - NE 122nd Avenue (SR-503) to NE 142nd WO Number: 380122	PE	450,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000				
		ROW	1,186,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,186,000				
		CN	4,380,000	251,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,631,000				
		TOTAL	6,016,000	251,000			0			0			0			0			0			0	6,267,000	
C/O	NE Padden Parkway - Andresen Road to NE 94th Avenue WO Number: 392722	PE	788,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	788,000	1,101,443 Orchards			
		ROW	46,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46,000				
		CN	6,365,000	18,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18,000		6,365,000		
		TOTAL	7,199,000	18,000			0			0			0			0			0			-18,000	7,199,000	
C/O	NE Highway 99 - NE 20th Avenue to NE 134th Street WO Number: 392922	PE	1,538,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,538,000	4,098,450 Mt. Vista			
		ROW	4,145,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4,145,000		
		CN	10,590,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10,600,000		
		TOTAL	16,273,000	10,000			0			0			0			0			0			0	16,283,000	

2006 - 2011 Transportation Improvement Program Project Funding Analysis

Rank	Project	Phase	Spent to Date	2006			2007			2008			2009			2010			2011			Cost to Complete	Project Total	TIF Eligibility
				CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other	CRF	TIF	Grants/Loans/Other			
C/O	NE 162nd Avenue - NE 39th Street to Ward Road WO Number: 393722	PE	756,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	756,000	1,707,407 Evergreen	
		ROW	1,951,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,951,000		
		CN	10,371,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,381,000		
		TOTAL	13,078,000	10,000			0			0			0			0			0			0		13,088,000
C/O	NE Padden Parkway - NE 78th Street to Andresen Road (West) WO Number: 331922	PE	1,327,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,327,000	1,337,734 Orchards	
		ROW	886,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	886,000		
		CN	6,809,000	83,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,892,000		
		TOTAL	9,022,000	83,000			0			0			0			0			0			0		9,105,000
ONGOING PROGRAMS																								
NA	Transportation Safety Improvement Program - TBD WO Number: TBD	PE	515,700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	515,700		
		ROW	35,000	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38,000		
		CN	2,428,632	360,000	0	250,000	350,000	0	250,000	350,000	0	0	350,000	0	0	350,000	0	0	0	350,000	0	5,038,632		
		TOTAL	2,979,332	613,000			600,000			350,000			350,000			350,000			350,000			0		5,592,332
NA	Road Preservation Program - TBD WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	3,188,000	2,380,000	0	500,000	3,800,000	0	500,000	3,800,000	0	500,000	3,800,000	0	500,000	3,800,000	0	500,000	3,800,000	0	500,000	0		27,568,000
		TOTAL	3,188,000	2,880,000			4,300,000			4,300,000			4,300,000			4,300,000			4,300,000			0		27,568,000
NA	Unprogrammed / Advanced Right-of-Way Purchases Program - TBD WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	799,000	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	2,599,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		TOTAL	799,000	300,000			300,000			300,000			300,000			300,000			300,000			0		2,599,000
NA	Environmental Impact Mitigation Program - TBD WO Number: TBD	PE	205,740	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205,740		
		ROW	18,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,800		
		CN	3,129,500	405,000	0	0	405,000	0	0	250,000	0	0	250,000	0	0	250,000	0	0	375,000	0	0	5,064,500		
		TOTAL	3,354,040	405,000			405,000			250,000			250,000			250,000			375,000			0		5,289,040
NA	Neighborhood Traffic Management Program - TBD WO Number: TBD	PE	105,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105,000		
		ROW	120,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120,800		
		CN	784,300	155,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	1,689,300		
		TOTAL	1,010,100	155,000			150,000			150,000			150,000			150,000			150,000			0		1,915,100
NA	Sidewalks and ADA Compliance Program - TBD WO Number: TBD	PE	283,000	57,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340,000		
		ROW	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52,000		
		CN	650,000	403,000	0	550,000	450,000	0	150,000	400,000	0	0	400,000	0	0	400,000	0	0	400,000	0	0	3,803,000		
		TOTAL	985,000	1,010,000			600,000			400,000			400,000			400,000			400,000			0		4,195,000
TOTALS																								
Annual Totals by Funding				19,168,000	3,119,000	15,142,000	13,228,000	1,509,000	16,138,000	13,715,000	2,000,000	11,416,000	15,602,000	4,341,000	14,743,000	16,487,000	243,000	7,950,000	16,712,000	354,000	7,700,000	6-Year TIP Total: \$179,567,000		
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN			
				2,245,000	6,743,000	28,441,000	2,976,000	5,979,000	21,920,000	2,556,000	3,299,000	21,276,000	537,000	8,530,000	25,619,000	650,000	8,220,000	15,810,000	731,000	2,160,000	21,875,000			
Annual Totals				37,429,000			30,875,000			27,131,000			34,686,000			24,680,000			24,766,000					

ANNUAL CONSTRUCTION PROGRAM FOR 2006

(7) TYPE OF WORK CODES

A. GRADING DRAINAGE
B. BASE TOP COURSE
C. BITUM SURF TREATMENT
D. AC/PCC PAVEMENT
E. CURBS GUTTERS
F. SIDEWALKS
G. TRAFFIC FACILITIES
H. PATHS, TRAILS, BIKEWAYS
I. BRIDGES
J. FERRY FACILITIES

DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 15 + 16) \$25,028,080
(B) COMPUTED DAY LABOR LIMIT \$3,754,212
(C) TOTAL DAY LABOR CONST. PROGRAM (Columns 16) \$1,040,160

COUNTY

Current Population 383,000
Date Recommended Program Submitted November 2005
Date of Environmental Assessment October 2005
Date of Final Adoption November 2005
Ordinance/Resolution Number 2005-11-19

LINE (C) MUST BE SMALLER THAN LINE (B)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Item No.	6YR Rank	Road Log No.	ROAD /PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000'S)			Estimated Expenditures (\$1,000'S)					Total
								County	Other Funds		PE	ROW	CE	Construction		
									Source(Amount)					Contract	Day Labor	
IMPROVEMENT PROJECTS																
1	K	91250	NE St. Johns Road NE 50th Avenue to NE 72nd Avenue, WO #301422	1.46	14	ABDEFGH	S	3,151	TIF(1,235), PWTF(1,490), STP-TMA(1,200)		-119	10	862	6,323	0	7,076
2	H	92190	NE 72nd Avenue North of NE 88th Street to NE 110th Street, WO #310122	0.88	14	ABDEFGH	S	105	TIF(328), STP-TMA(900)		136	1,197	0	0	0	1,333
3	D	91170	NE 117th Street Hazel Dell Avenue to Highway 99, WO #320322	0.74	16	ABDEFH	S	2,619			0	0	314	2,305	0	2,619
4	I	21600	NE 88th Street St. Johns Road to Andresen Road, WO #321022	1.17	17	ABDEFGH	S	650			150	500	0	0	0	650
5	E	25350	NE 137th Avenue NE Fourth Plain Boulevard to NE 76th Street, WO #321122	0.35	16	ABDEFGH	I	395	TIF(320)		15	0	84	616	0	715
6	4	19100	NE 88th Street Highway 99 to St. Johns Road, WO #330222	1.71	17	ABDEFGH	I	10			10	0	0	0	0	10
7	M	43140	Salmon Creek Interchange Project , WO #330322	1.1	NA	ABDEFGHI	S	0	TIF(300), PWTF(666), STP-Earmark(498), TPP(2,500)		598	3,366	0	0	0	3,964
8	G	22160	NE 63rd Street NE Andresen Road to Interstate 205, WO #330422	1.08	16	ABDEFGH	S	448	TIF(100), AIP(760)		36	1,272	0	0	0	1,308
9	6	23940	NE 99th Street NE 117th Avenue (SR-503) to NE 137th Avenue, WO #330522	1.05	16	ABDEFGH	E	10			10	0	0	0	0	10
10	J	95100	NE Heisson Road at NE 244th Street Intersection, WO #330722	0.2	7	ABD	S	312	STP-Rural(200)		12	0	60	440	0	512
11	7	94100	NE 119th Street Salmon Creek Avenue to NE 72nd Avenue, WO #340622	1.74	17	ABDEFGH		100	TIF(40)		140	0	0	0	0	140
12	12	94100	NE 119th Street NE 72nd Avenue to NE 117th Avenue (SR-503), WO #340722	2.32	17	ABDEFH	S	200			200	0	0	0	0	200
13	L	95050	NE Ward Road / NE 172nd Avenue NE Davis Road to 99th Street (Phase 1), WO #350422	1.42	7	ABDEG	S	60			0	60	0	0	0	60
14	1	23940	NE 99th Street NE 94th Avenue to NE 117th Avenue (SR-503), WO #350722	1.1	16	ABDEFGH	S	250			250	0	0	0	0	250
15	3	22753	NE 94th Avenue Padden Parkway to NE 119th Street, WO #350822	1.82	16	ABDEFGH	S	75			75	0	0	0	0	75
16	2	91110	NE Highway 99 NE 99th Street to NE 117th Street, WO #351022	0.94	14	ABDEFGH	S	300			300	0	0	0	0	300
17	N	14460	NW 117th/119th Street NW 7th Avenue to Hazel Dell Avenue, WO #381022	0.71	16	ABDEFGH	S	782	TIF(670), PWTF(3,200)		0	0	558	4,094	0	4,652

HES, STP, CMAQ, BRS, BRAC = Federal Grants
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PIF = Park Impact Fee
PWTF = Public Works Trust Fund Loan

ANNUAL CONSTRUCTION PROGRAM FOR 2006

(7) TYPE OF WORK CODES

A. GRADING DRAINAGE
B. BASE TOP COURSE
C. BITUM SURF TREATMENT
D. AC/PCC PAVEMENT
E. CURBS GUTTERS
F. SIDEWALKS
G. TRAFFIC FACILITIES
H. PATHS, TRAILS, BIKEWAYS
I. BRIDGES
J. FERRY FACILITIES

DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 15 + 16) \$25,028,080
(B) COMPUTED DAY LABOR LIMIT \$3,754,212
(C) TOTAL DAY LABOR CONST. PROGRAM (Columns 16) \$1,040,160

COUNTY

Current Population 383,000
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Date of Environmental Assessment October 2005
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LINE (C) MUST BE SMALLER THAN LINE (B)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)					Total	
								County	Other Funds	PE	ROW	CE	Construction			
									Source(Amount)				Contract	Day Labor		
18	F	43110	NE 15th Avenue NE Union Road to NE 179th Street, WO #382822	1.2	16	ABDEFGH	S	4,144	TIF(126)		15	0	511	3,744	0	4,270
19	8	91050	NW Seward Road NW Bliss Road to NW 41st Avenue	0.78	7	ABD	S	5			5	0	0	0	0	5
20	P	NA	Miscellaneous Projects Various Locations	0	NA	ABDEFGH	E	83			0	0	10	73	0	83
21	O	NA	VAST Project - East Fourth Plain Corridor I-205 to NE 162nd Avenue	0	NA			17			0	0	2	15	0	17
				TOTAL - IMPROVEMENT PROJECTS				13,716	14,533		1,833	6,405	2,401	17,610	0	28,249

BRIDGE PROJECTS

22	A	94130	Betts Bridge #26 Replacement NE Salmon Creek Avenue at Salmon Creek, WO #321222	0.1	16	ABDEFHI	S	713	BRAC(2,147)			25	35	336	2,464	0	2,860
23	B	91110	Klineline Bridge #1 NE Highway 99 at Salmon Creek, WO #341322	0.03	14	ABDEFHI	S	130	BRAC(200)			330	0	0	0	0	330
24	C	52800	Lucia Falls Bridge #116 NE Hantwick Rd at East Fork Lewis River, WO #341412	0.02	NA	ABDI	I	169	BRAC(31)			0	0	24	176	0	200
TOTAL - BRIDGE PROJECTS								1,012	2,378			355	35	360	2,640	0	3,390

ONGOING PROGRAMS

25	NA	NA	Transportation Safety Improvement Program	NA	NA	ABDEFGH	I	363	WSDOT-Rural(250)			0	3	72	528	9	613
26	NA	NA	Sidewalks and ADA Compliance Program	NA	NA	ABDEFH	I	460	CDBG(200), CMAQ(150), Projected/WSDOT(200)			57	0	68	502	337	1,010
27	NA	NA	Neighborhood Traffic Management Program	NA	NA	ABDEFH	E	155				0	0	8	58	78	155
28	NA	NA	Environmental Impact Mitigation Program	NA	NA	A	I	405				0	0	49	356	0	405
29	NA	NA	Unprogrammed / Advanced Right-of-Way Purchases Program	NA	NA		I	300				0	300	0	0	0	300
30	NA	NA	Road Preservation Program	NA	NA	CD	E	2,380	CAPP(500)			0	0	262	1,918	616	2,880
TOTAL - ONGOING PROGRAMS								4,063	1,300			57	303	459	3,362	1,040	5,363

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ANNUAL CONSTRUCTION PROGRAM FOR 2006

(7) TYPE OF WORK CODES

A. GRADING DRAINAGE
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DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 15 + 16) \$25,028,080
(B) COMPUTED DAY LABOR LIMIT \$3,754,212
(C) TOTAL DAY LABOR CONST. PROGRAM (Columns 16) \$1,040,160

COUNTY CLARK
Current Population 383,000
Date Recommended Program Submitted November 2005
Date of Environmental Assessment October 2005
Date of Final Adoption November 2005
Ordinance/Resolution Number 2005-11-19

LINE (C) MUST BE SMALLER THAN LINE (B)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)					Total	
								County	Other Funds	PE	ROW	CE	Construction			
									Source(Amount)				Contract	Day Labor		
CARRY OVER PROJECTS																
31	NA	30510	NE 172nd Avenue Pacific Park to NE 18th Street, WO #331822	0.25	17	ABDEFH	I	5			0	0	1	4	0	5
32	NA	91300	NE Padden Parkway NE 78th Street to Andresen Road (West Leg), WO #331922	1.1	14	ABDEFGH	S	83			0	0	10	73	0	83
33	NA	91250	Daybreak Bridge #273 Daybreak Rd at East Fork Lewis River, WO #341522	0	7	I	I	0	BRAC(50)		0	0	6	44	0	50
34	NA	95050	NE 199th Street NE 122nd Avenue (SR-503) to NE 142nd Avenue, WO #380122	1	16	ABDEFGH	S	251			0	0	30	221	0	251
35	NA	22470	NE Padden Parkway Andresen Road to NE 94th Avenue, WO #392722	1.07	14	ABDEFGH	S	18			0	0	2	16	0	18
36	NA	91110	NE Highway 99 NE 20th Avenue to NE 134th Street, WO #392922	0.4	14	ABDEFGHI	I	10			0	0	1	9	0	10
37	NA	92230	NE 162nd Avenue NE 39th Street to Ward Road, WO #393722	2.4	14	ABDEFGH	S	10			0	0	1	9	0	10
TOTAL - CARRY OVER PROJECTS								377	50		0	0	51	376	0	427
ANNUAL CONSTRUCTION PROGRAM TOTALS:								19,168	18,261		2,245	6,743	3,413	23,988	1,040	37,429
MAINTENANCE:								14,022	0							14,022
SPECIAL MAINTENANCE:								NA	NA							NA
												CONSTRUCTION AND MAINTENANCE TOTAL:			51,451	

HES, STP, CMAQ, BRS, BRAC = Federal Grants
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TIF = Traffic Impact Fees
PIF = Park Impact Fee
PWTF = Public Works Trust Fund Loan

2006 - 2011 Transportation Improvement Program

Project Index

(Listed Alphanumeric)

2006-2011 RANKING	PROJECT
A	Betts Bridge #26 Replacement - NE Salmon Creek Avenue at Salmon Creek
B	Klinline Bridge #1 - NE Highway 99 at Salmon Creek
C	Lucia Falls Bridge #116 - NE Hantwick Rd at East Fork Lewis River
P	Miscellaneous Projects - Various Locations
58	NE 107th Avenue - NE Covington Road to NE 99th Street
32	NE 10th Avenue - NE 149th Street to NE 164th Street
38	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance
53	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
D	NE 117th Street - Hazel Dell Avenue to Highway 99
12	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
23	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
34	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
47	NE 130th Avenue - Padden Parkway to NE 99th Street
E	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
24	NE 142nd Avenue - NE 159th Street to NE 199th Street
43	NE 152nd Avenue - NE Ward Road to NE 99th Street
54	NE 159th Street - NE 172nd Avenue to NE 182nd Avenue
55	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
F	NE 15th Avenue - NE Union Road to NE 179th Street
67	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
14	NE 179th Street - NE Cramer Road to SR-503
16	NE 179th Street - East of Union Road to NE 50th Avenue
41	NE 179th Street - NE 50th Avenue to Cramer Road
35	NE 182nd Avenue - SR 500 to NE 83rd Street
52	NE 182nd Avenue - NE 159th Street to Risto Road
62	NE 182nd Avenue - NE 119th Street to NE 159th Street
48	NE 182nd Avenue at NE 159th Street - Intersection
29	NE 192nd Avenue - SE 1st Street to NE 18th Street
37	NE 199th Street - NE 10th Avenue (SR 502) to NE 15th Avenue
26	NE 20th/15th Avenue - NE 154th Street to NE 15th Avenue
74	NE 259th Street - NE 10th Avenue to NE 45th Avenue
57	NE 25th Avenue - Minnehaha Street to NE 78th Street
40	NE 29th Avenue - NE 134th Street to NE 179th Street
92	NE 379th Street at NE 94th Avenue - Intersection
85	NE 40th Street - NE 54th Avenue to Andresen Road
72	NE 44th Street - NE St. Johns Road to NE 54th Avenue
36	NE 47th Avenue - NE 63rd Street to NE 78th Street
15	NE 50th Avenue - NE LaLonde Drive to NE 119th Street
44	NE 50th Avenue - NE 119th Street to NE 139th Street
71	NE 50th Avenue - NE 139th Street to NE 159th Street
77	NE 50th Avenue - NE 159th Street to NE 179th Street

2006 - 2011 Transportation Improvement Program

Project Index

(Listed Alphanumeric)

2006-2011 RANKING	PROJECT
83	NE 50th Avenue - NE 179th Street to NE 199th Street
84	NE 58th Street - NE Andresen Road to NE 81st Avenue
30	NE 63rd Street - Interstate 205 to Covington Road
G	NE 63rd Street - NE Andresen Road to Interstate 205
50	NE 68th Street - Highway 99 to St. Johns Road
10	NE 72nd Avenue - NE 119th Street to NE 133rd Street
73	NE 72nd Avenue - SR-502 to NE 259th Street
H	NE 72nd Avenue - North of NE 88th Street to NE 110th Street
17	NE 72nd Avenue at NE 239th Street - Intersection
21	NE 78th Street - Ward Road to NE 162nd Avenue
75	NE 82nd Avenue at NE 259th Street - Intersection
20	NE 88th Street - Hazel Dell Avenue to Highway 99
31	NE 88th Street - NE Ward Road to NE 83rd Street
4	NE 88th Street - Highway 99 to St. Johns Road
I	NE 88th Street - St. Johns Road to Andresen Road
59	NE 92nd Avenue - NE 119th Street to NE 159th Street
3	NE 94th Avenue - Padden Parkway to NE 119th Street
1	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)
13	NE 99th Street - St. Johns Road to NE 72nd Avenue
49	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
5	NE 99th Street - NE 72nd Avenue to NE 94th Avenue
6	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
79	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
64	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
25	NE Delfel Road - NE 184th Street to NE 199th Street
46	NE Delfel Road - NE 179th Street to NE 184th Street
87	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
61	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
11	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
J	NE Heisson Road at NE 244th Street - Intersection
2	NE Highway 99 - NE 99th Street to NE 117th Street
45	NE Highway 99 - NE 63rd Street to NE 99th Street
56	NE Highway 99 - NE 117th Street to NE 129th Street
9	NE Highway 99 - Ross to NE 63rd Street
80	NE J.A. Moore Road - NE 290th Street to NE 297th Street
70	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
66	NE Padden Parkway at SR-503 - Interchange
78	NE Robinson Road at SR-500 - Intersection
27	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
22	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
28	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street
K	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue

2006 - 2011 Transportation Improvement Program

Project Index

(Listed Alphanumeric)

2006-2011 RANKING	PROJECT
L	NE Ward Road / NE 172nd Avenue - NE Davis Road to 99th Street (Phase 1)
N	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
39	NW 119th Street - NW 36th Avenue to NW 31st Avenue
33	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
19	NW 11th Avenue - NW 139th Street to NW 149 Street
60	NW 11th Avenue - NW 149th Street to NW 179th Street
88	NW 179th Street - NW 11th Avenue to NW 41st Avenue
93	NW 179th Street - NW 41st Avenue to Krieger Road
82	NW 209th Street - NW Delfell Road to NW 31st Avenue
63	NW 21st Avenue - NW 99th Street to NW 119th Street
81	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
90	NW 36th Avenue at McCann Road - Intersection
91	NW 41st Avenue - NW 169th Street to NW 182nd Street
86	NW 94th Street - NW 21st Avenue to NW 9th Avenue
69	NW Bliss Road at NW 21st Avenue - Intersection
42	NW Bratton Road - Pacific Highway to NW 29th Avenue
89	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
94	NW Krieger Road - NW 179th Street to NW 192nd Street
68	NW Lakeshore Drive - NW 78th Street to McCann Road
8	NW Seward Road - NW Bliss Road to NW 41st Avenue
18	NW Timmen Road - NW Spencer Rd to NW La Center Rd
M	Salmon Creek Interchange Project -
76	SE 15th Street - Everett Road to SE 283rd Avenue
65	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
51	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
O	VAST Project - East Fourth Plain Corridor - I-205 to NE 162nd Avenue

2006 - 2011 Transportation Improvement Program

Project Index

(Listed by TIP Priority)

2006-2011 RANKING	PROJECT
A	Betts Bridge #26 Replacement - NE Salmon Creek Avenue at Salmon Creek
B	Klineline Bridge #1 - NE Highway 99 at Salmon Creek
C	Lucia Falls Bridge #116 - NE Hantwick Rd at East Fork Lewis River
D	NE 117th Street - Hazel Dell Avenue to Highway 99
E	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
F	NE 15th Avenue - NE Union Road to NE 179th Street
G	NE 63rd Street - NE Andresen Road to Interstate 205
H	NE 72nd Avenue - North of NE 88th Street to NE 110th Street
I	NE 88th Street - St. Johns Road to Andresen Road
J	NE Heisson Road at NE 244th Street - Intersection
K	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
L	NE Ward Road / NE 172nd Avenue - NE Davis Road to 99th Street (Phase 1)
M	Salmon Creek Interchange Project -
N	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
O	VAST Project - East Fourth Plain Corridor - I-205 to NE 162nd Avenue
P	Miscellaneous Projects - Various Locations
1	NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)
2	NE Highway 99 - NE 99th Street to NE 117th Street
3	NE 94th Avenue - Padden Parkway to NE 119th Street
4	NE 88th Street - Highway 99 to St. Johns Road
5	NE 99th Street - NE 72nd Avenue to NE 94th Avenue
6	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
7	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
8	NW Seward Road - NW Bliss Road to NW 41st Avenue
9	NE Highway 99 - Ross to NE 63rd Street
10	NE 72nd Avenue - NE 119th Street to NE 133rd Street
11	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
12	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
13	NE 99th Street - St. Johns Road to NE 72nd Avenue
14	NE 179th Street - NE Cramer Road to SR-503
15	NE 50th Avenue - NE LaLonde Drive to NE 119th Street
16	NE 179th Street - East of Union Road to NE 50th Avenue
17	NE 72nd Avenue at NE 239th Street - Intersection
18	NW Timmen Road - NW Spencer Rd to NW La Center Rd
19	NW 11th Avenue - NW 139th Street to NW 149 Street
20	NE 88th Street - Hazel Dell Avenue to Highway 99
21	NE 78th Street - Ward Road to NE 162nd Avenue
22	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
23	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
24	NE 142nd Avenue - NE 159th Street to NE 199th Street
25	NE Delfel Road - NE 184th Street to NE 199th Street
26	NE 20th/15th Avenue - NE 154th Street to NE 15th Avenue

2006 - 2011 Transportation Improvement Program

Project Index

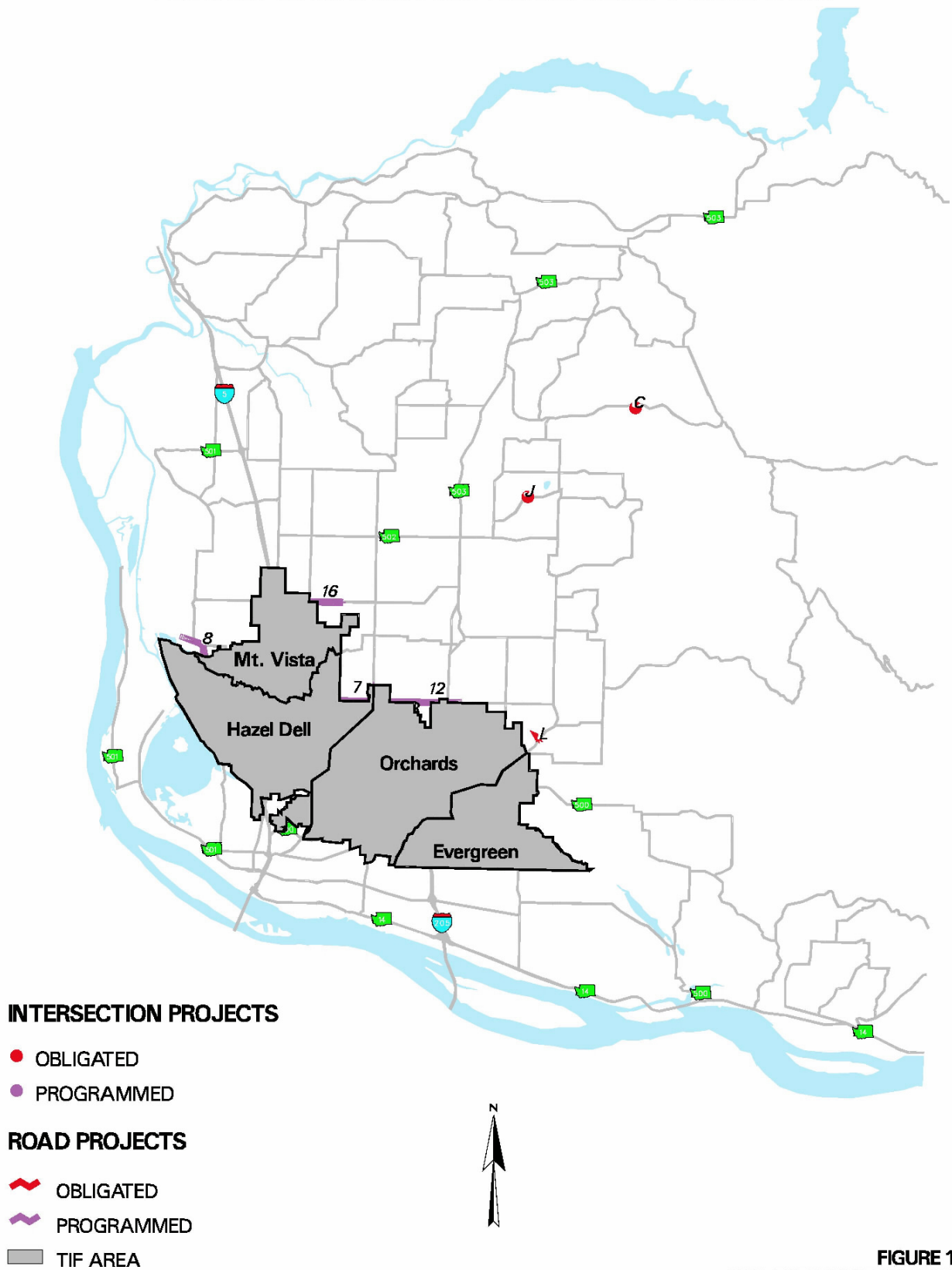
(Listed by TIP Priority)

2006-2011 RANKING	PROJECT
27	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
28	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street
29	NE 192nd Avenue - SE 1st Street to NE 18th Street
30	NE 63rd Street - Interstate 205 to Covington Road
31	NE 88th Street - NE Ward Road to NE 83rd Street
32	NE 10th Avenue - NE 149th Street to NE 164th Street
33	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
34	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
35	NE 182nd Avenue - SR 500 to NE 83rd Street
36	NE 47th Avenue - NE 63rd Street to NE 78th Street
37	NE 199th Street - NE 10th Avenue (SR 502) to NE 15th Avenue
38	NE 10th Avenue - NE 164th Street to Fairgrounds Entrance
39	NW 119th Street - NW 36th Avenue to NW 31st Avenue
40	NE 29th Avenue - NE 134th Street to NE 179th Street
41	NE 179th Street - NE 50th Avenue to Cramer Road
42	NW Bratton Road - Pacific Highway to NW 29th Avenue
43	NE 152nd Avenue - NE Ward Road to NE 99th Street
44	NE 50th Avenue - NE 119th Street to NE 139th Street
45	NE Highway 99 - NE 63rd Street to NE 99th Street
46	NE Delfel Road - NE 179th Street to NE 184th Street
47	NE 130th Avenue - Padden Parkway to NE 99th Street
48	NE 182nd Avenue at NE 159th Street - Intersection
49	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
50	NE 68th Street - Highway 99 to St. Johns Road
51	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
52	NE 182nd Avenue - NE 159th Street to Risto Road
53	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
54	NE 159th Street - NE 172nd Avenue to NE 182nd Avenue
55	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
56	NE Highway 99 - NE 117th Street to NE 129th Street
57	NE 25th Avenue - Minnehaha Street to NE 78th Street
58	NE 107th Avenue - NE Covington Road to NE 99th Street
59	NE 92nd Avenue - NE 119th Street to NE 159th Street
60	NW 11th Avenue - NW 149th Street to NW 179th Street
61	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
62	NE 182nd Avenue - NE 119th Street to NE 159th Street
63	NW 21st Avenue - NW 99th Street to NW 119th Street
64	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
65	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
66	NE Padden Parkway at SR-503 - Interchange
67	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
68	NW Lakeshore Drive - NW 78th Street to McCann Road

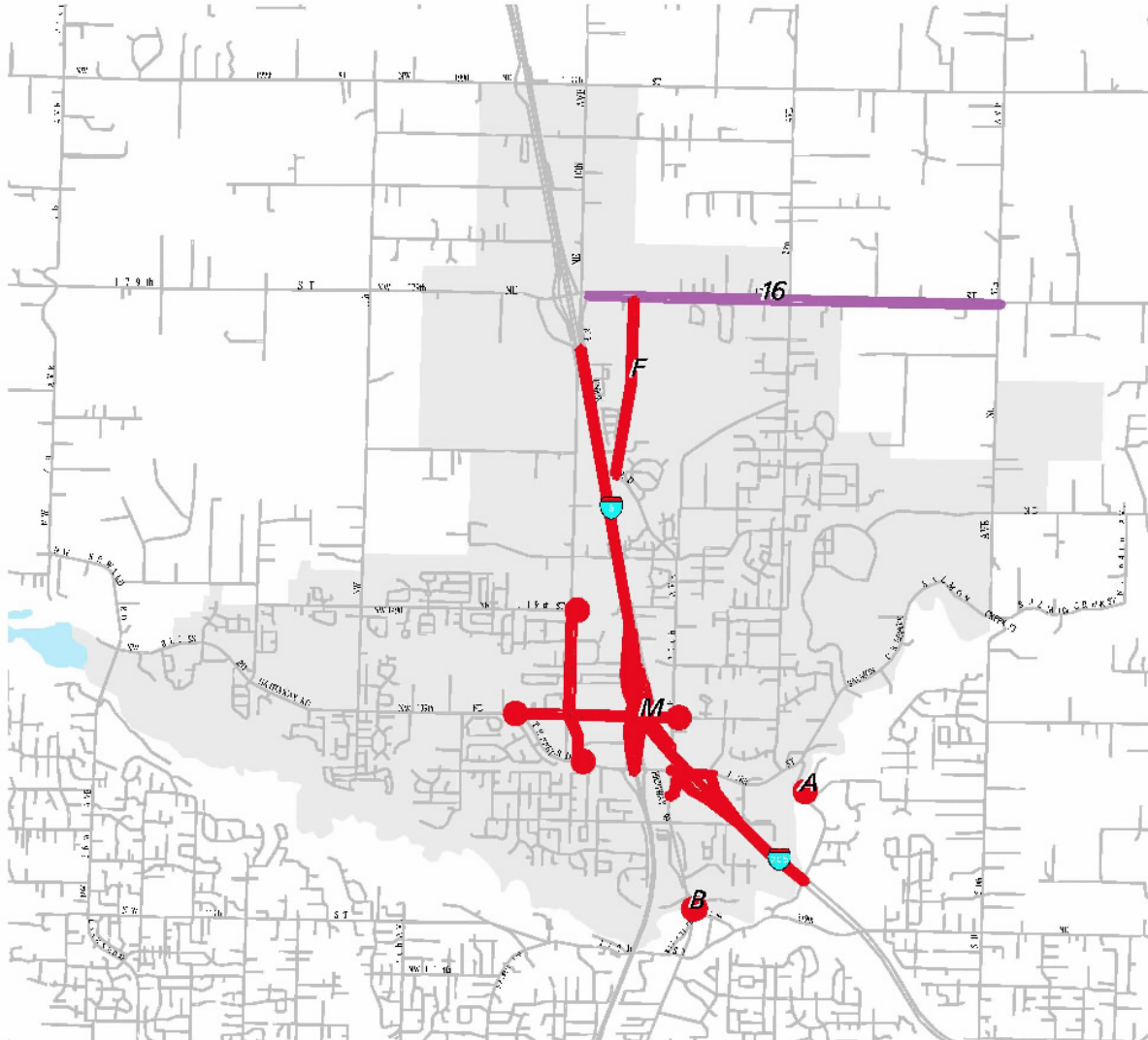
2006 - 2011 Transportation Improvement Program
Project Index
(Listed by TIP Priority)

2006-2011 RANKING	PROJECT
69	NW Bliss Road at NW 21st Avenue - Intersection
70	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
71	NE 50th Avenue - NE 139th Street to NE 159th Street
72	NE 44th Street - NE St. Johns Road to NE 54th Avenue
73	NE 72nd Avenue - SR-502 to NE 259th Street
74	NE 259th Street - NE 10th Avenue to NE 45th Avenue
75	NE 82nd Avenue at NE 259th Street - Intersection
76	SE 15th Street - Everett Road to SE 283rd Avenue
77	NE 50th Avenue - NE 159th Street to NE 179th Street
78	NE Robinson Road at SR-500 - Intersection
79	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
80	NE J.A. Moore Road - NE 290th Street to NE 297th Street
81	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
82	NW 209th Street - NW Delfell Road to NW 31st Avenue
83	NE 50th Avenue - NE 179th Street to NE 199th Street
84	NE 58th Street - NE Andresen Road to NE 81st Avenue
85	NE 40th Street - NE 54th Avenue to Andresen Road
86	NW 94th Street - NW 21st Avenue to NW 9th Avenue
87	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
88	NW 179th Street - NW 11th Avenue to NW 41st Avenue
89	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
90	NW 36th Avenue at McCann Road - Intersection
91	NW 41st Avenue - NW 169th Street to NW 182nd Street
92	NE 379th Street at NE 94th Avenue - Intersection
93	NW 179th Street - NW 41st Avenue to Krieger Road
94	NW Krieger Road - NW 179th Street to NW 192nd Street

2006 - 2011 TRANSPORTATION IMPROVEMENT PROGRAM



2006 - 2011 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

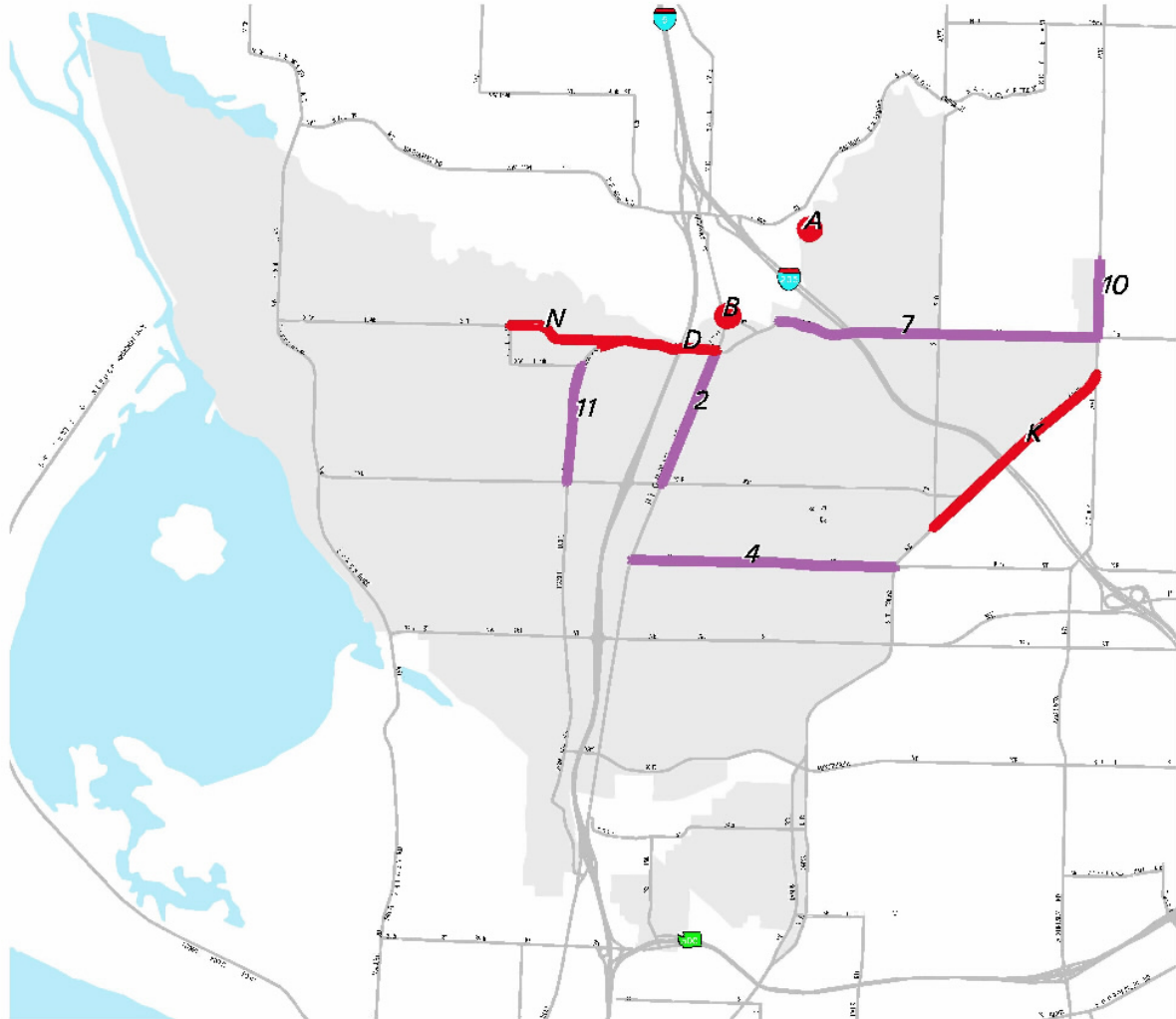
ROAD PROJECTS

- OBLIGATED
- PROGRAMMED
- TIF AREA



FIGURE 2
PROJECTS WITHIN MT. VISTA TIF AREA

2006 - 2011 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

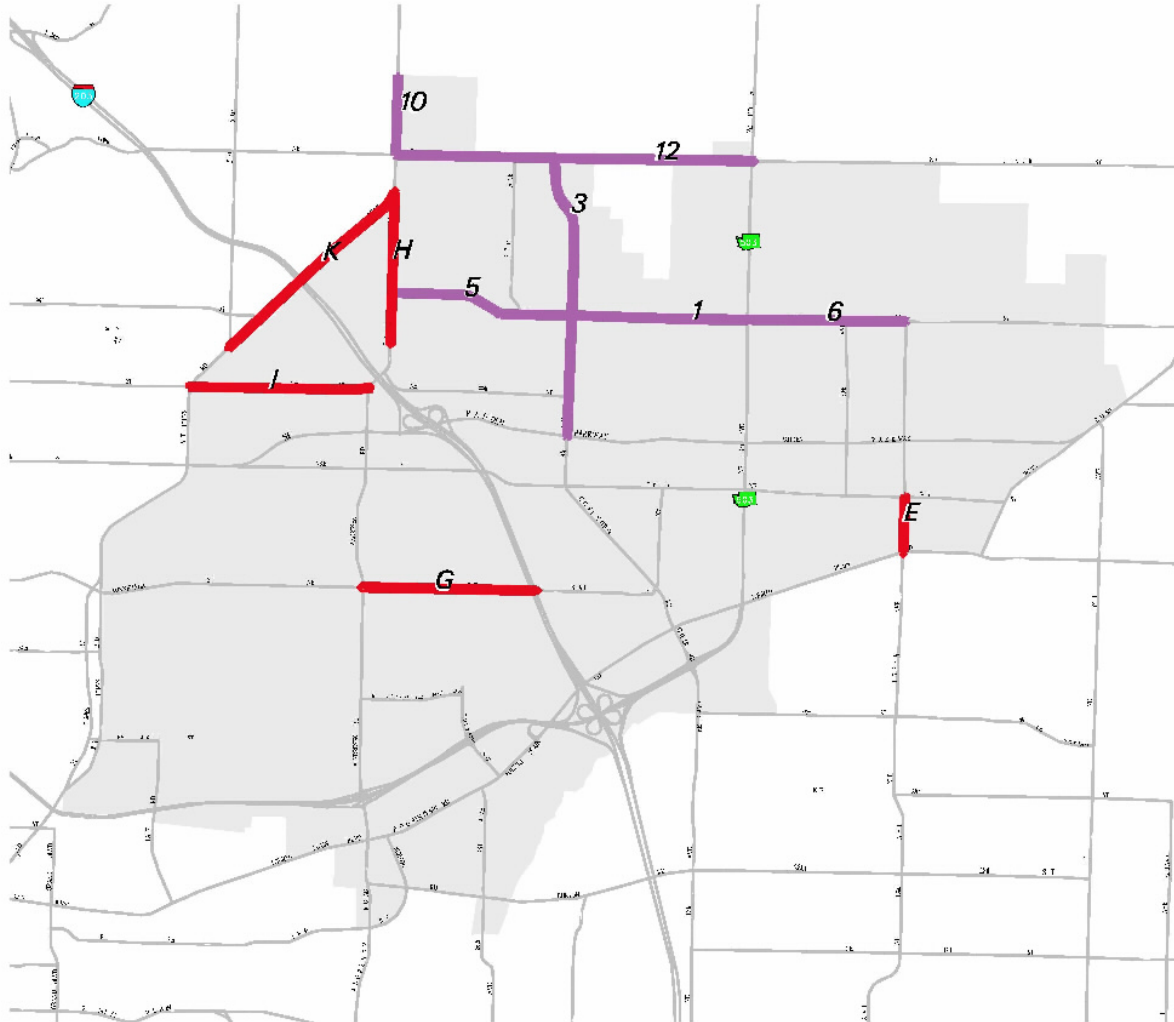
- OBLIGATED
- PROGRAMMED

ROAD PROJECTS

- OBLIGATED
- PROGRAMMED
- TIF AREA

FIGURE 3
PROJECTS WITHIN HAZEL DELL TIF AREA

2006 - 2011 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

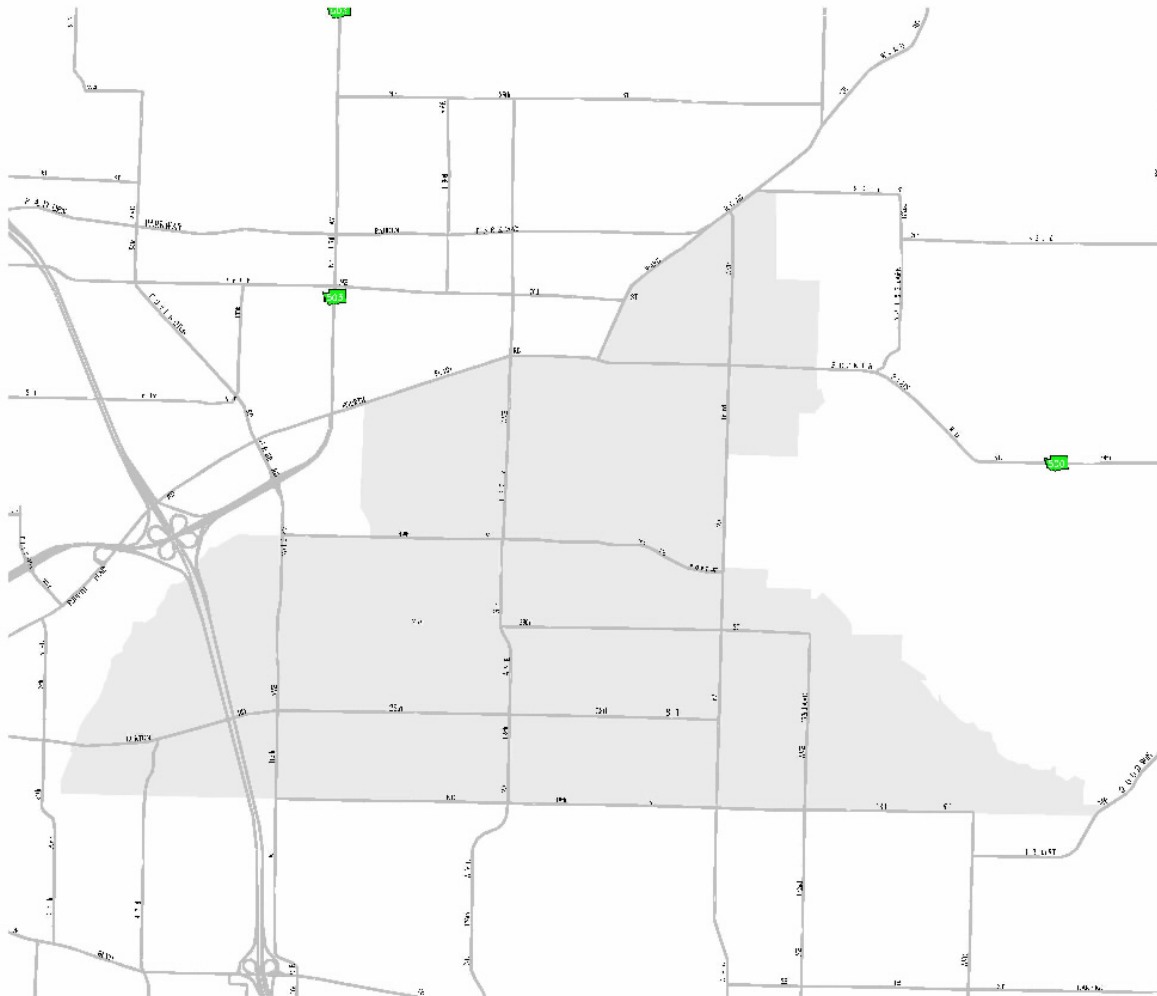
ROAD PROJECTS

- OBLIGATED
- PROGRAMMED
- TIF AREA



FIGURE 4
PROJECTS WITHIN ORCHARDS TIF AREA

**2006 - 2011
TRANSPORTATION IMPROVEMENT PROGRAM
(No projects planned for this TIF area)**



Projects within TIF areas are not necessarily TIF eligible.

INTERSECTION PROJECTS

- OBLIGATED
- PROGRAMMED

ROAD PROJECTS

- OBLIGATED
- PROGRAMMED

— TIF AREA



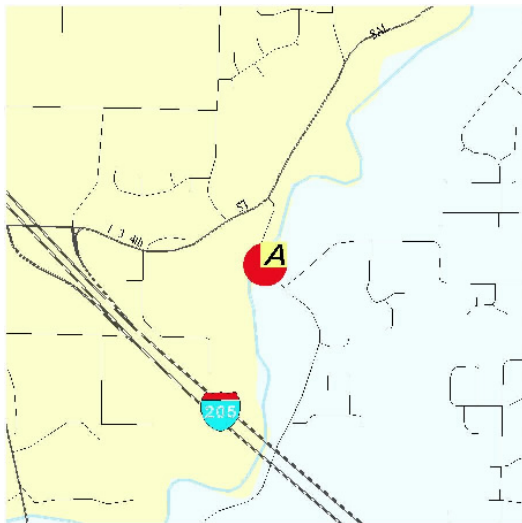
**FIGURE 5
PROJECTS WITHIN EVERGREEN TIF AREA**



2006 - 2011 Transportation Improvement Program

Project: A. Betts Bridge #26 Replacement - NE Salmon Creek Avenue at Salmon Creek

Vicinity Map



Project Summary

Work Order Number: 321222

Project Manager: Carolyn Heniges

Project Description: Replace bridge due to failure

Project Length (mi.): 0.10

Basis for Project: Safety

Timeline: PE Pre 2006 - 2006; ROW Pre 2006 - 2006; CN 2006

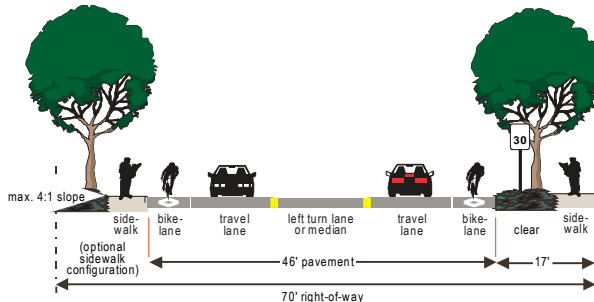
Notes:

Status: Design complete. Construction to begin in early 2006.

Cross-Section Detail

2-lane Collector

with center/left turn lane and bike lanes



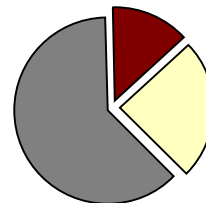
Project Cost Summary

Engineering \$615,000

Real Property \$1,060,000

Construction \$2,800,000

Total: \$4,475,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund: \$1,975,000

TIF: \$0

Federal Grant: \$2,500,000

State Grant: \$0

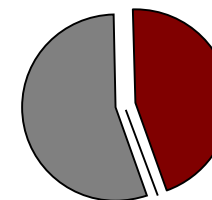
Loan: \$0

Other: \$0

Projected Grants: \$0

Beyond Six-Year: \$0

Total: \$4,475,000



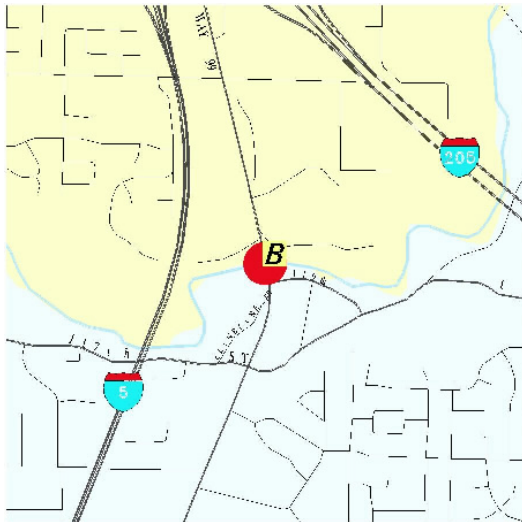
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: B. Kline Line Bridge #1 - NE Highway 99 at Salmon Creek

Vicinity Map



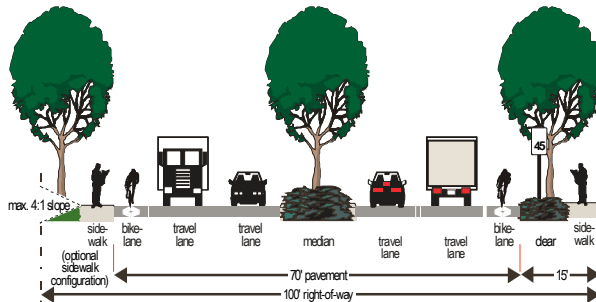
Project Summary

Work Order Number: 341322
 Project Manager: Linda Small
 Project Description: Bridge replacement due to scour and other structural concerns.
 Project Length (mi.): 0.03
 Basis for Project: Preservation
 Timeline: PE Pre 2006 - 2007; ROW 2007; CN 2007
 Notes:
 Status: Preliminary engineering in progress.

Cross-Section Detail

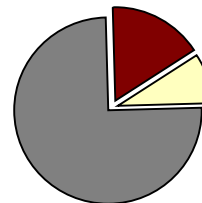
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

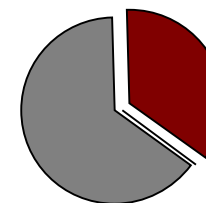
Engineering \$600,000
 Real Property \$300,000
 Construction \$2,700,000
Total: \$3,600,000



■ Engineering
 ■ Real Property
 ■ Construction

Funding Summary

County Road Fund: \$1,260,000
 TIF: \$0
 Federal Grant: \$2,340,000
 State Grant: \$0
 Loan: \$0
 Other: \$0
 Projected Grants: \$0
 Beyond Six-Year: \$0
Total: \$3,600,000



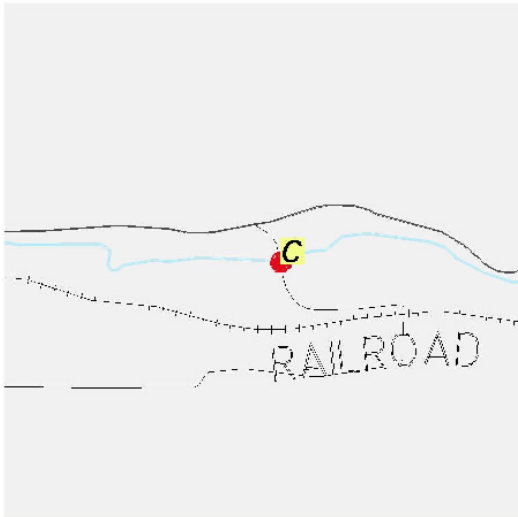
■ CRF
 ■ TIF
 ■ All Other



2006 - 2011 Transportation Improvement Program

Project: C. Lucia Falls Bridge #116 - NE Hantwick Rd at East Fork Lewis River

Vicinity Map



4

Project Summary

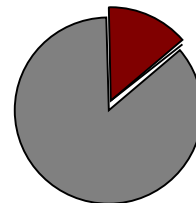
Work Order Number: 341412
Project Manager: Linda Small
Project Description: Replace bridge deck and preserve existing girders.
Project Length (mi.): 0.02
Basis for Project: Preservation
Timeline: PE Pre 2006; CN Pre 2006 - 2006
Notes:
Status: Construction in progress.

Cross-Section Detail

Local Access Roadway

Project Cost Summary

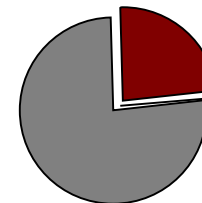
Engineering	\$100,000
Real Property	\$0
Construction	\$600,000
Total:	\$700,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$165,000
TIF:	\$0
Federal Grant:	\$535,000
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$700,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: D. NE 117th Street - Hazel Dell Avenue to Highway 99

Vicinity Map



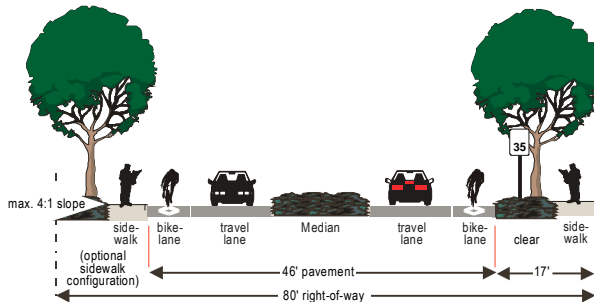
Project Summary

Work Order Number:	320322
Project Manager:	Robert Rogers
Project Description:	Improve to 2-lane minor arterial with center turn lane, bike lanes, and sidewalks.
Project Length (mi.):	0.74
Basis for Project:	Increased congestion, lack of pedestrian and bicycle facilities.
Timeline:	PE Pre 2006; ROW Pre 2006; CN Pre 2006 - 2006
Notes:	
Status:	Construction completed in early 2006.

Cross-Section Detail

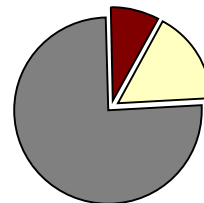
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

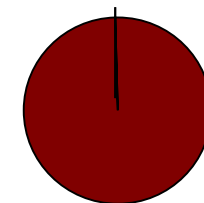
Engineering	\$504,000
Real Property	\$981,000
Construction	\$4,619,000
Total:	\$6,104,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$6,104,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$6,104,000



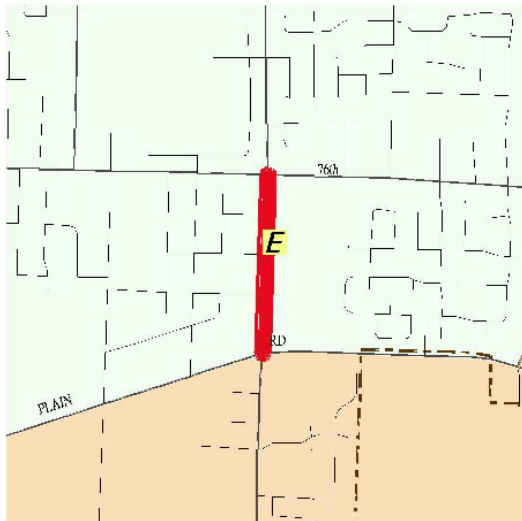
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: E. NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street

Vicinity Map



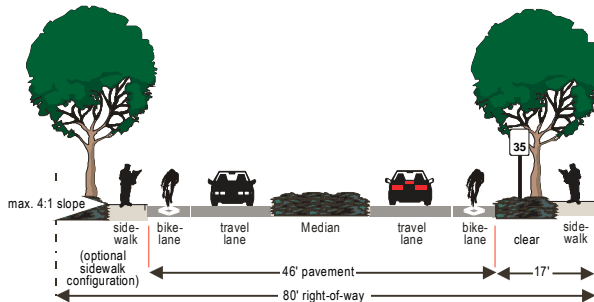
Project Summary

Work Order Number:	321122
Project Manager:	Don Andrews
Project Description:	Improve to 2-lane minor arterial with center turn lane, bike lanes and sidewalks.
Project Length (mi.):	0.35
Basis for Project:	Narrow roadway, needs turn lanes for bus and sidewalks for children. Safety and improved circulation.
Timeline:	PE Pre 2006 - 2006; ROW Pre 2006; CN 2006
Notes:	
Status:	Construction to begin in mid 2006.

Cross-Section Detail

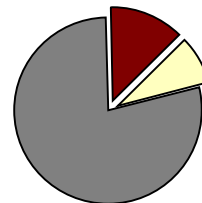
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

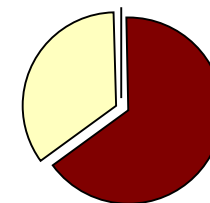
Engineering	\$120,000
Real Property	\$75,000
Construction	\$700,000
Total:	\$895,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$575,000
TIF:	\$320,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$895,000



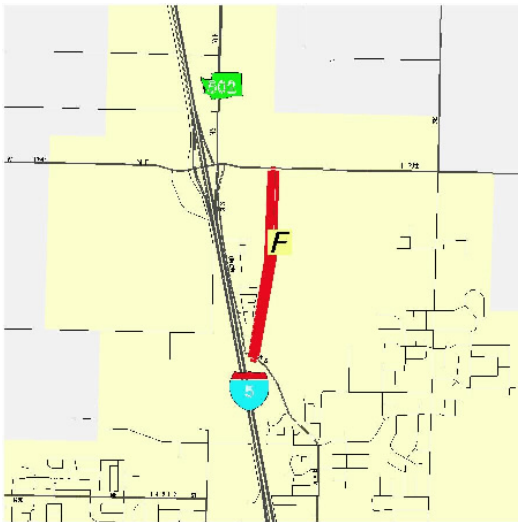
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: F. NE 15th Avenue - NE Union Road to NE 179th Street

Vicinity Map



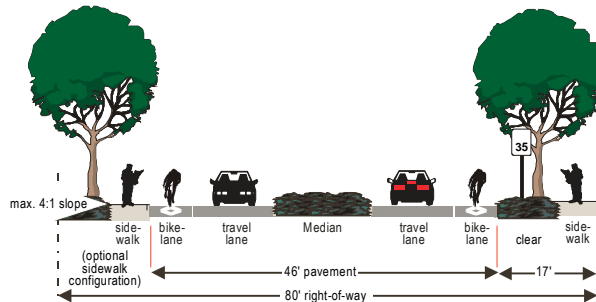
Project Summary

Work Order Number:	382822
Project Manager:	Robert Rogers
Project Description:	Construct 2-lane minor arterial with center turn lane or median, bike lanes and sidewalks on new alignment.
Project Length (mi.):	1.20
Basis for Project:	Growth in area; access to currently undeveloped parcels. Replaces current Union Road.
Timeline:	PE Pre 2006 - 2006; ROW Pre 2006; CN 2006
Notes:	
Status:	Construction to start in mid 2006.

Cross-Section Detail

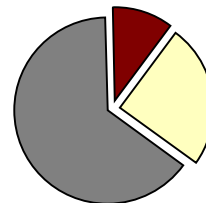
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

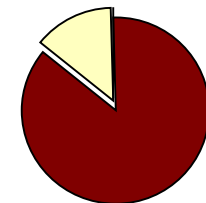
Engineering	\$703,000
Real Property	\$1,628,000
Construction	\$4,255,000
Total:	\$6,586,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$5,650,873
TIF:	\$935,127
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$6,586,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: G. NE 63rd Street - NE Andresen Road to Interstate 205

Vicinity Map



4

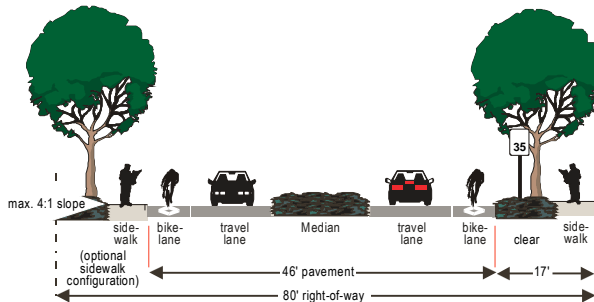
Project Summary

Work Order Number:	330422
Project Manager:	Robin Washington
Project Description:	Improve to minor arterial with center turn lane/median, bike lanes and sidewalks. Install signal at NE 72nd Avenue.
Project Length (mi.):	1.08
Basis for Project:	Safety and mobility.
Timeline:	PE Pre 2006 - 2006; ROW Pre 2006 - 2006; CN 2008
Notes:	
Status:	Right-of-way acquisition in progress.

Cross-Section Detail

2-lane Minor Arterial

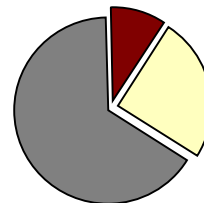
with center/left turn lane and bike lanes



NE 72nd Avenue to I-205

Project Cost Summary

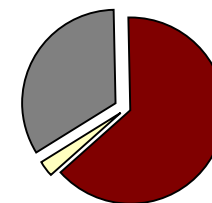
Engineering	\$681,000
Real Property	\$1,700,000
Construction	\$4,590,000
Total:	\$6,971,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$4,371,000
TIF:	\$200,000
Federal Grant:	\$0
State Grant:	\$2,400,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$6,971,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: H. NE 72nd Avenue - North of NE 88th Street to NE 110th Street

Vicinity Map



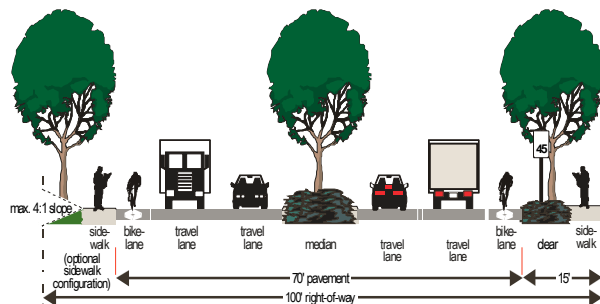
Project Summary

Work Order Number:	310122
Project Manager:	Jean Singer
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.88
Basis for Project:	Increased traffic leading to I-205 and 78th Street Corridor.
Timeline:	PE Pre 2006 - 2006; ROW Pre 2006 - 2006; CN 2007 - 2008
Notes:	
Status:	Design and right-of-way continues with close coordination with St. Johns Road.

Cross-Section Detail

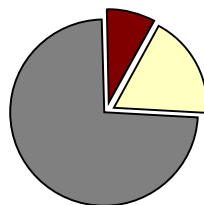
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

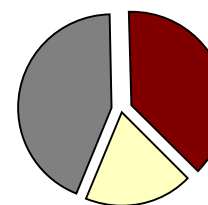
Engineering	\$816,000
Real Property	\$1,617,000
Construction	\$6,920,000
Total:	\$9,353,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,520,000
TIF:	\$1,703,000
Federal Grant:	\$2,000,000
State Grant:	\$2,000,000
Loan:	\$0
Other:	\$130,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$9,353,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: I. NE 88th Street - St. Johns Road to Andresen Road

Vicinity Map



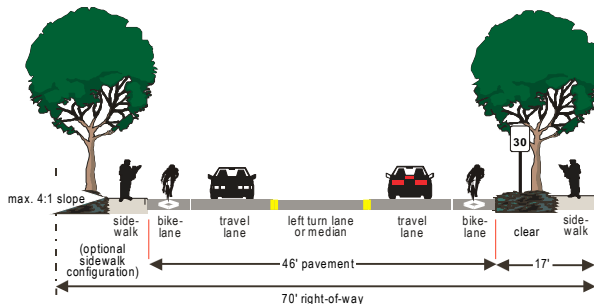
Project Summary

Work Order Number: 321022
Project Manager: Matt Hall
Project Description: Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.
Project Length (mi.): 1.17
Basis for Project: Safety and congestion.
Timeline: PE Pre 2006 - 2006; ROW Pre 2006 - 2007; CN 2008 - Post 2011
Notes:
Status: Design and right-of-way acquisition in progress.

Cross-Section Detail

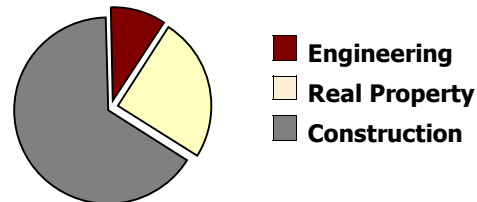
2-lane Collector

with center/left turn lane and bike lanes



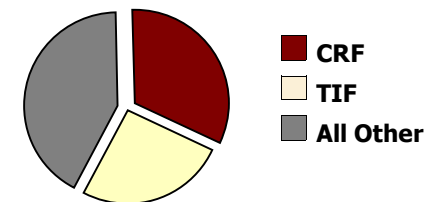
Project Cost Summary

Engineering \$790,000
Real Property \$1,930,000
Construction \$5,325,000
Total: \$8,045,000



Funding Summary

County Road Fund: \$1,919,000
TIF: \$1,488,000
Federal Grant: \$800,000
State Grant: \$0
Loan: \$0
Other: \$0
Projected Grants: \$1,738,000
Beyond Six-Year: \$2,100,000
Total: \$8,045,000

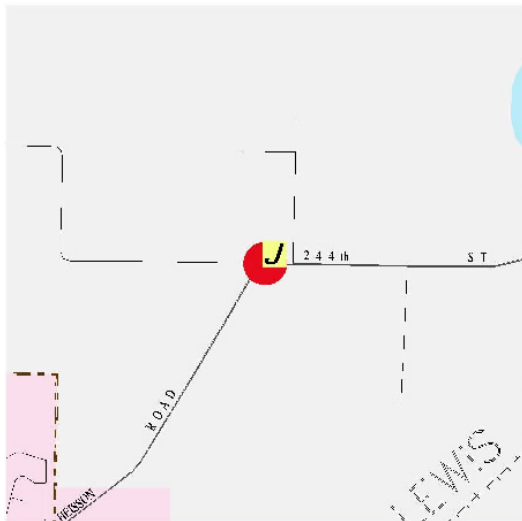




2006 - 2011 Transportation Improvement Program

Project: J. NE Heisson Road at NE 244th Street - Intersection

Vicinity Map

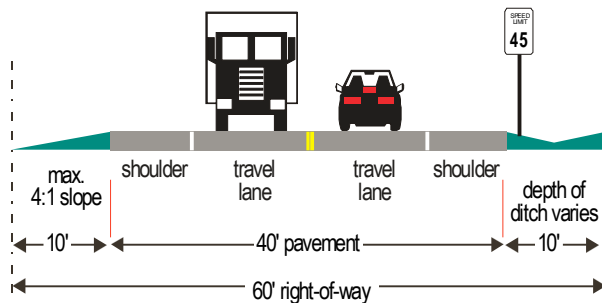


Project Summary

Work Order Number: 330722
Project Manager: Don Andrews
Project Description: Improve to 2-lane rural major collector standard.
Project Length (mi.): 0.20
Basis for Project: Safety
Timeline: PE Pre 2006 - 2006; ROW Pre 2006; CN 2006
Notes:
Status: Construction to begin in 2006.

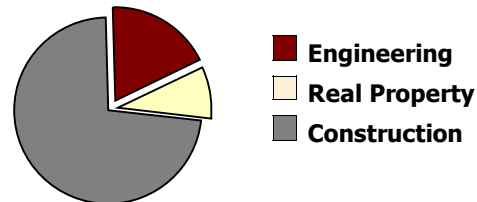
Cross-Section Detail

2-lane Rural Major Collector



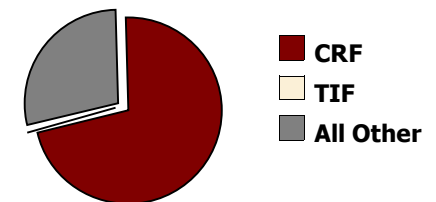
Project Cost Summary

Engineering \$126,000
Real Property \$60,000
Construction \$500,000
Total: \$686,000



Funding Summary

County Road Fund: \$486,000
TIF: \$0
Federal Grant: \$200,000
State Grant: \$0
Loan: \$0
Other: \$0
Projected Grants: \$0
Beyond Six-Year: \$0
Total: \$686,000

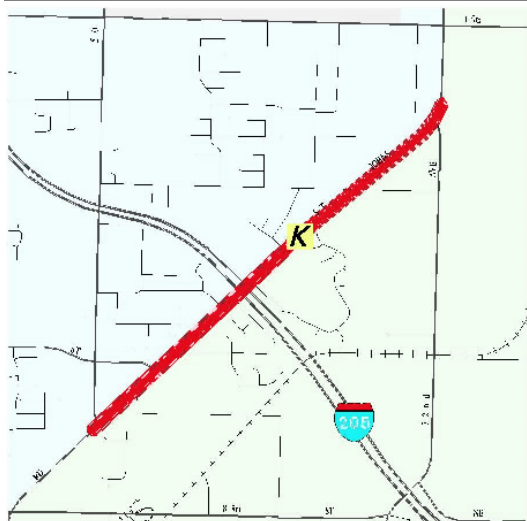




2006 - 2011 Transportation Improvement Program

Project: K. NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue

Vicinity Map



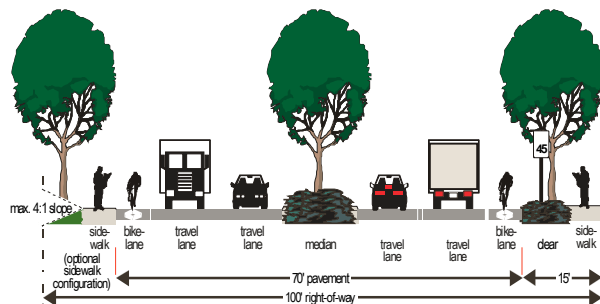
Project Summary

Work Order Number:	301422
Project Manager:	Carolyn Heniges
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	1.46
Basis for Project:	Mobility and safety.
Timeline:	PE Pre 2006; ROW Pre 2006 - 2006; CN 2006 - 2007
Notes:	
Status:	Construction to begin in 2006.

Cross-Section Detail

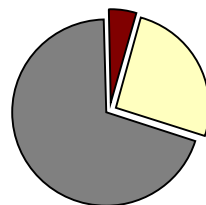
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

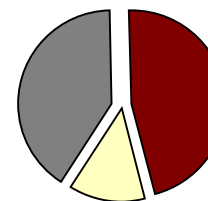
Engineering	\$850,000
Real Property	\$4,252,000
Construction	\$11,700,000
Total:	\$16,802,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$7,707,788
TIF:	\$2,077,212
Federal Grant:	\$2,992,000
State Grant:	\$0
Loan:	\$3,350,000
Other:	\$675,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$16,802,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: L. NE Ward Road / NE 172nd Avenue - NE Davis Road to 99th Street (Phase 1)

Vicinity Map



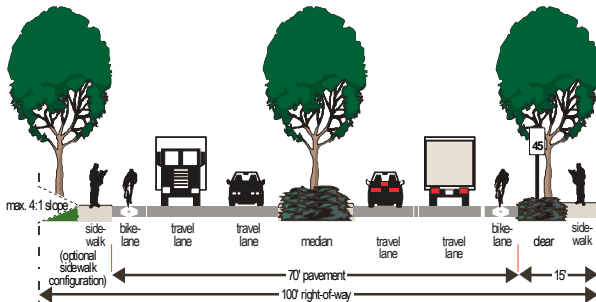
Project Summary

Work Order Number: 350422
 Project Manager: Robert Rogers
 Project Description: Safety improvement: construct preferred alternative from alignment study.
 Project Length (mi.): 1.42
 Basis for Project: Safety concerns with curves; Traffic volumes and traffic operations
 Timeline: PE Pre 2006; ROW Pre 2006 - 2006; CN Pre 2006 - 2007
 Notes:
 Status: Work continues to acquire right-of-way and environmental permits.

Cross-Section Detail

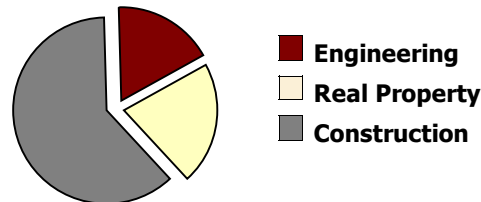
4-lane Principal Arterial

with center/left turn lane and bike lanes



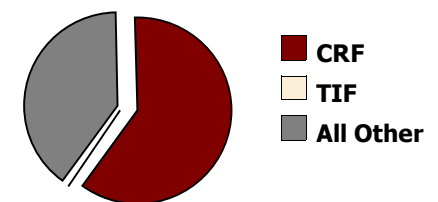
Project Cost Summary

Engineering \$961,000
 Real Property \$1,141,000
 Construction \$3,414,000
Total: \$5,516,000



Funding Summary

County Road Fund: \$3,277,138
 TIF: \$0
 Federal Grant: \$88,862
 State Grant: \$950,000
 Loan: \$1,200,000
 Other: \$0
 Projected Grants: \$0
 Beyond Six-Year: \$0
Total: \$5,516,000

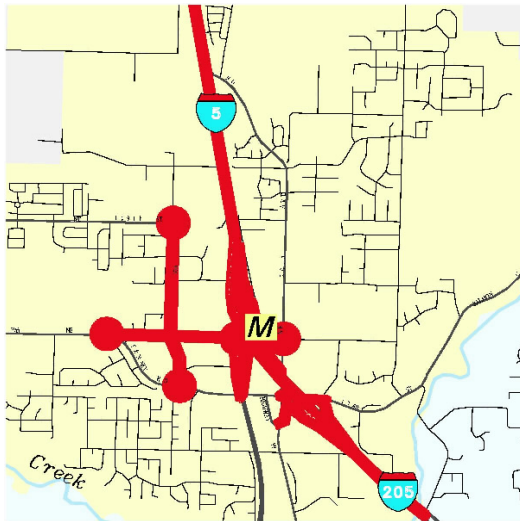




2006 - 2011 Transportation Improvement Program

Project: M. Salmon Creek Interchange Project -

Vicinity Map



4

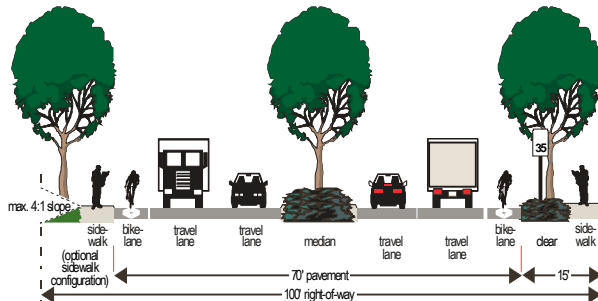
Project Summary

Work Order Number:	330322
Project Manager:	Carolyn Heniges, Jean Singer
Project Description:	Construct new underpass between NE 20th Avenue and NE 139th Street/Tenny Road to alleviate congestion on NE 134th Street.
Project Length (mi.):	1.10
Basis for Project:	Congestion at NE 134th Street.
Timeline:	PE Pre 2006 - 2007; ROW Pre 2006 - 2007; CN 2008 - 2010
Notes:	
Status:	Design and right-of-way acquisition in progress.

Cross-Section Detail

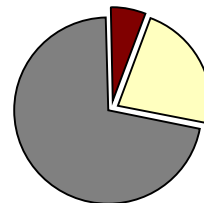
4-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

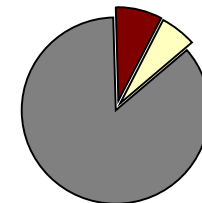
Engineering	\$1,700,000
Real Property	\$6,300,000
Construction	\$20,000,000
Total:	\$28,000,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$2,489,000
TIF:	\$1,874,000
Federal Grant:	\$10,059,000
State Grant:	\$8,000,000
Loan:	\$1,000,000
Other:	\$0
Projected Grants:	\$7,000,000
Beyond Six-Year:	(\$2,422,000)
Total:	\$28,000,000



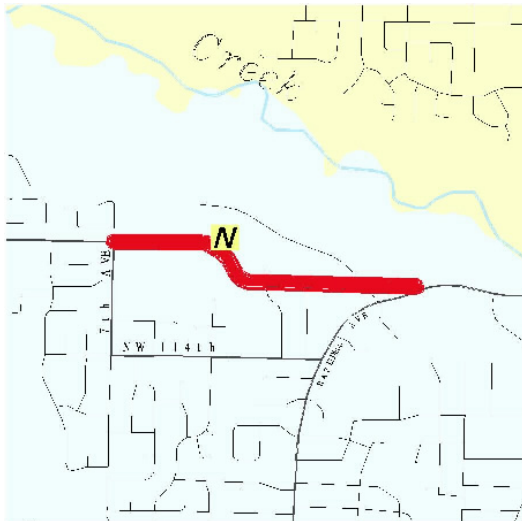
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: N. NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue

Vicinity Map



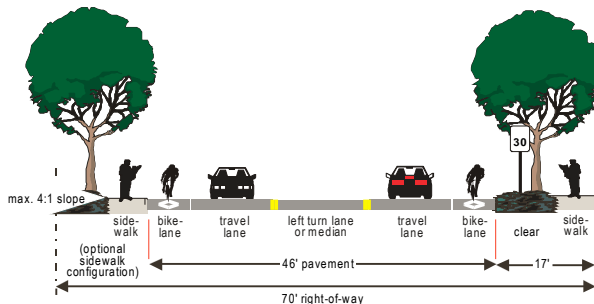
Project Summary

Work Order Number:	381022
Project Manager:	Matt Hall
Project Description:	Construct new 2-lane collector with center turn lane/median, bike lanes, and sidewalk.
Project Length (mi.):	0.71
Basis for Project:	Traffic using existing NW 114th Street/NW 7th Avenue; Growth; Need for east-west connection; Safety concerns at existing Hazel Dell / 114th intersection
Timeline:	PE Pre 2006; ROW Pre 2006; CN Pre 2006 - 2006
Notes:	
Status:	Construction to be completed in 2006.

Cross-Section Detail

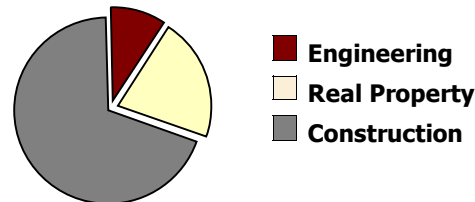
2-lane Collector

with center/left turn lane and bike lanes



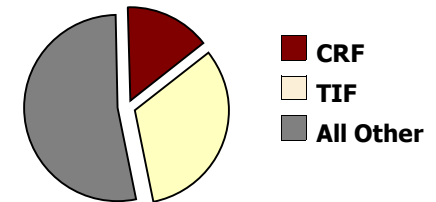
Project Cost Summary

Engineering	\$780,000
Real Property	\$1,683,000
Construction	\$5,502,000
Total:	\$7,965,000



Funding Summary

County Road Fund:	\$1,191,293
TIF:	\$2,523,707
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$4,250,000
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$7,965,000

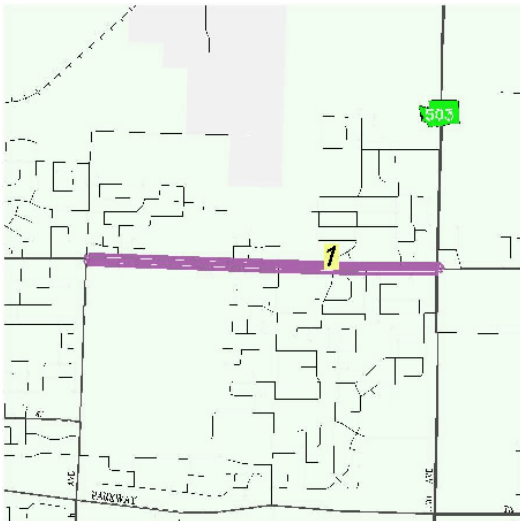




2006 - 2011 Transportation Improvement Program

Project: 1. NE 99th Street - NE 94th Avenue to NE 117th Avenue (SR-503)

Vicinity Map



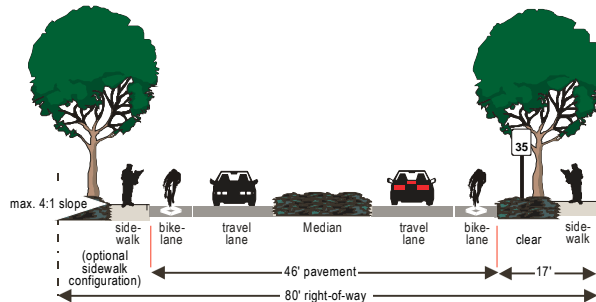
Project Summary

Work Order Number:	350722
Project Manager:	Jerry Barnett
Project Description:	Construct/improve to 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	1.10
Basis for Project:	Congestion on NE 119th Street and Padden Parkway.
Timeline:	PE Pre 2006 - 2007; ROW 2008 - 2009; CN 2009 - 2010
Notes:	
Status:	Design in progress.

Cross-Section Detail

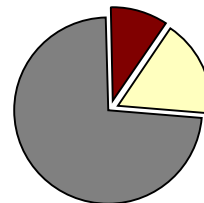
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

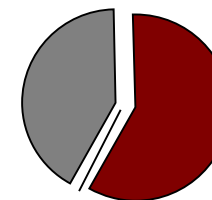
Engineering	\$725,000
Real Property	\$1,175,000
Construction	\$5,200,000
Total:	\$7,100,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$4,100,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$3,000,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$7,100,000



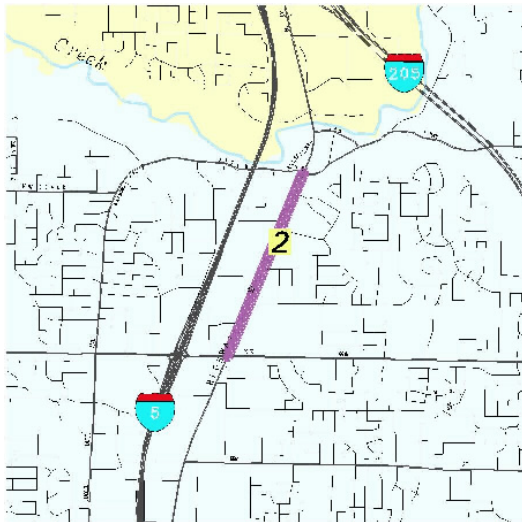
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 2. NE Highway 99 - NE 99th Street to NE 117th Street

Vicinity Map



4

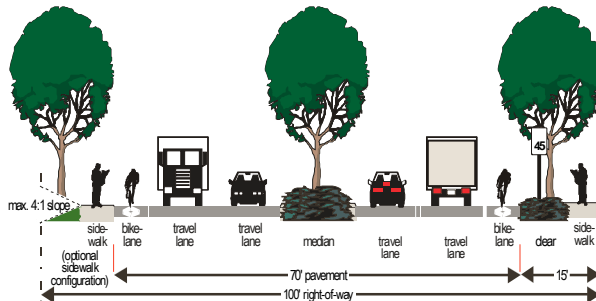
Project Summary

Work Order Number:	351022
Project Manager:	Linda Small
Project Description:	Improve to 4-lane principal arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.94
Basis for Project:	Safety and congestion.
Timeline:	PE Pre 2006 - Post 2011; ROW 2008; CN 2011 - Post 2011
Notes:	
Status:	Design to begin in 2006.

Cross-Section Detail

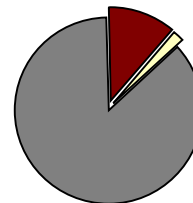
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

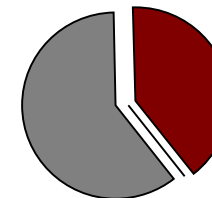
Engineering	\$2,200,000
Real Property	\$400,000
Construction	\$16,100,000
Total:	\$18,700,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$3,335,000
TIF:	\$0
Federal Grant:	\$200,000
State Grant:	\$5,000,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$10,165,000
Total:	\$18,700,000



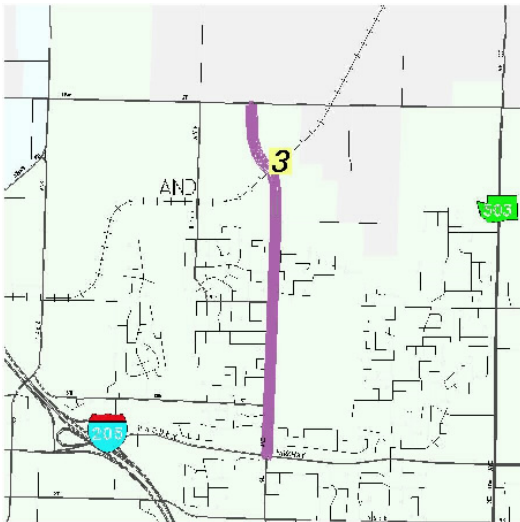
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 3. NE 94th Avenue - Padden Parkway to NE 119th Street

Vicinity Map



4

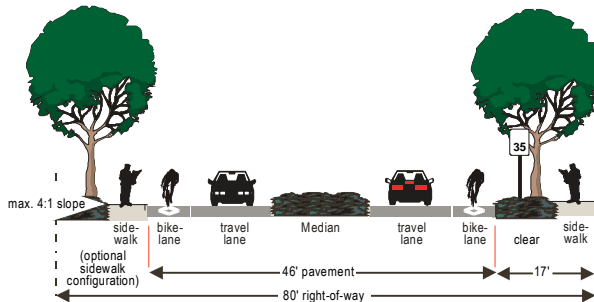
Project Summary

Work Order Number:	350822
Project Manager:	Don Andrews
Project Description:	Improve/construct 2-lane arterial with center turn lane/median, bike lanes, and sidewalks. Provide two travel lanes north and south continuously through Padden Parkway intersection.
Project Length (mi.):	1.82
Basis for Project:	General north/south congestion in the area and failing LOS at Padden Parkway.
Timeline:	PE Pre 2006 - 2009; ROW 2009 - 2010; CN 2011 - Post 2011
Notes:	
Status:	Funding to establish alignment.

Cross-Section Detail

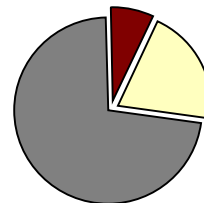
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

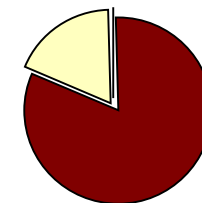
Engineering	\$1,149,000
Real Property	\$3,045,000
Construction	\$11,117,000
Total:	\$15,311,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$6,649,000
TIF:	\$1,545,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$7,117,000
Total:	\$15,311,000



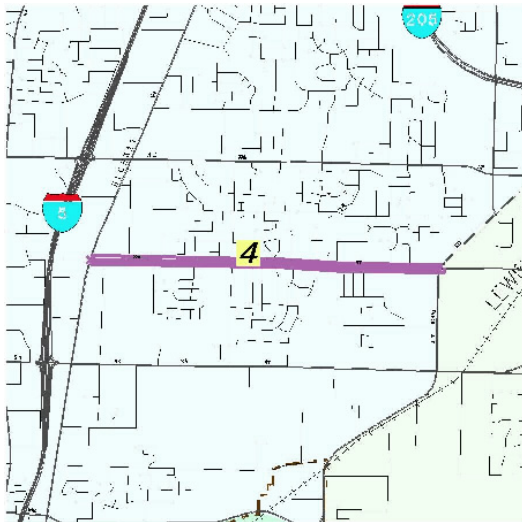
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 4. NE 88th Street - Highway 99 to St. Johns Road

Vicinity Map



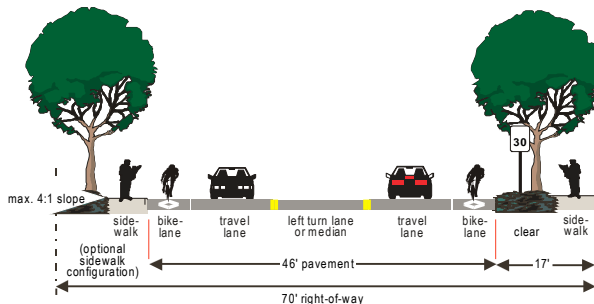
Project Summary

Work Order Number: 330222
Project Manager: Don Andrews
Project Description: Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.
Project Length (mi.): 1.71
Basis for Project: Safety and congestion.
Timeline: PE Pre 2006 - 2009; ROW 2010 - Post 2011; CN Post 2011
Notes:
Status: On hold pending funding.

Cross-Section Detail

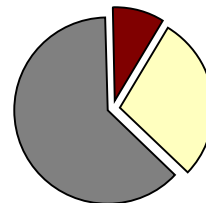
2-lane Collector

with center/left turn lane and bike lanes



Project Cost Summary

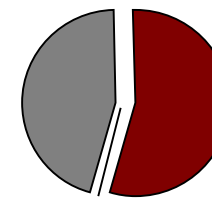
Engineering \$1,095,000
Real Property \$3,300,000
Construction \$7,445,000
Total: \$11,840,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund: \$2,095,000
TIF: \$0
Federal Grant: \$0
State Grant: \$0
Loan: \$0
Other: \$0
Projected Grants: \$1,800,000
Beyond Six-Year: \$7,945,000
Total: \$11,840,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 5. NE 99th Street - NE 72nd Avenue to NE 94th Avenue

Vicinity Map



4

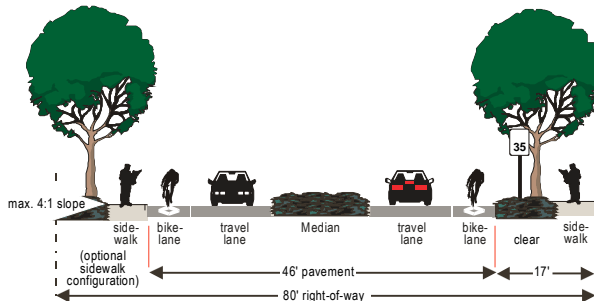
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Construct/improve to 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.76
Basis for Project:	Congestion on Padden and NE 119th Street.
Timeline:	PE 2011 - Post 2011; ROW Post 2011; CN Post 2011
Notes:	
Status:	No activity.

Cross-Section Detail

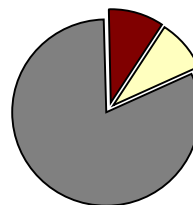
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

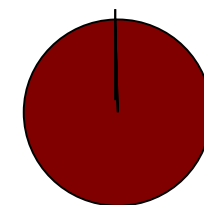
Engineering	\$610,000
Real Property	\$555,000
Construction	\$5,086,000
Total:	\$6,251,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$150,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$6,101,000
Total:	\$6,251,000



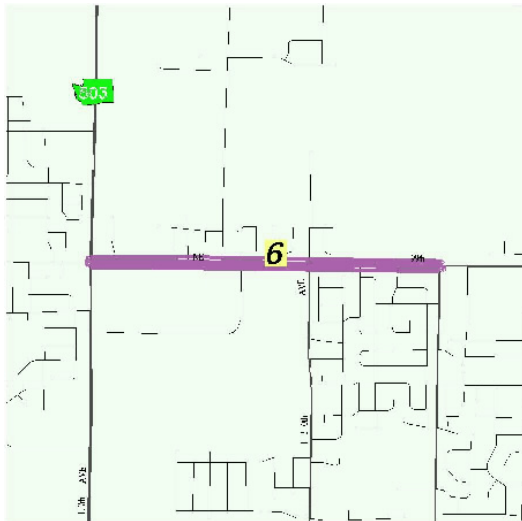
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 6. NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue

Vicinity Map



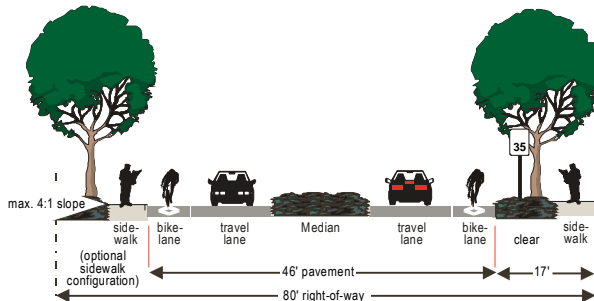
Project Summary

Work Order Number:	330522
Project Manager:	Jean Singer
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	1.05
Basis for Project:	Safety
Timeline:	PE Pre 2006 - 2008; ROW Pre 2006 - 2009; CN 2009 - 2010
Notes:	
Status:	On hold.

Cross-Section Detail

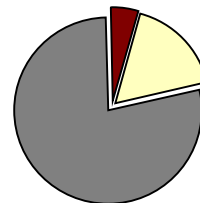
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

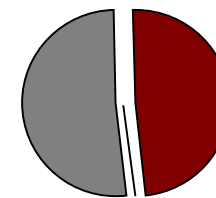
Engineering	\$190,000
Real Property	\$660,000
Construction	\$3,000,000
Total:	\$3,850,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$1,850,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$2,000,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$3,850,000



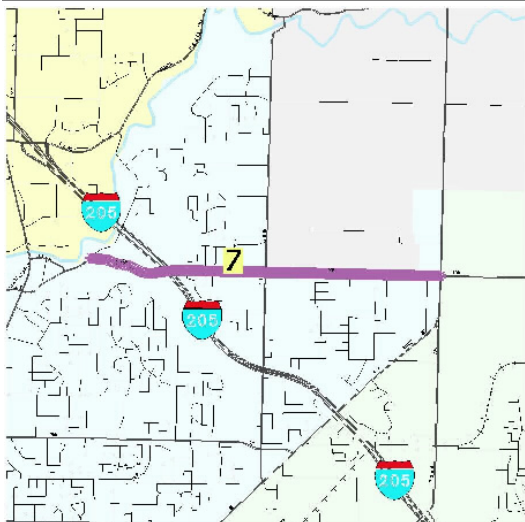
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 7. NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue

Vicinity Map



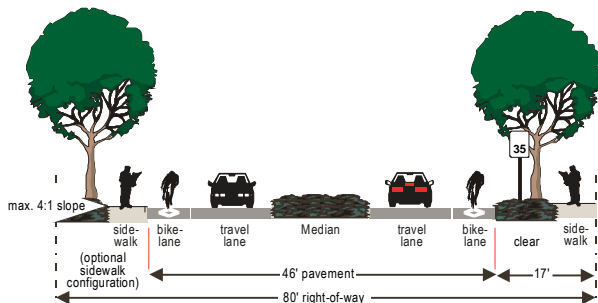
Project Summary

Work Order Number:	340622
Project Manager:	Matt Hall
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	1.74
Basis for Project:	Safety
Timeline:	PE Pre 2006 - 2007; ROW Pre 2006 - 2008; CN 2009 - 2010
Notes:	
Status:	Design ongoing.

Cross-Section Detail

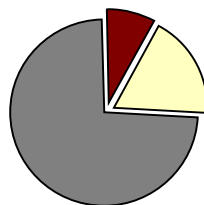
2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

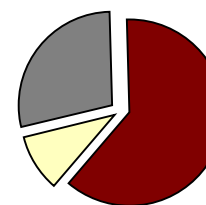
Engineering	\$953,000
Real Property	\$2,000,000
Construction	\$8,260,000
Total:	\$11,213,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$6,781,000
TIF:	\$1,132,000
Federal Grant:	\$1,500,000
State Grant:	\$0
Loan:	\$0
Other:	\$300,000
Projected Grants:	\$1,500,000
Beyond Six-Year:	\$0
Total:	\$11,213,000



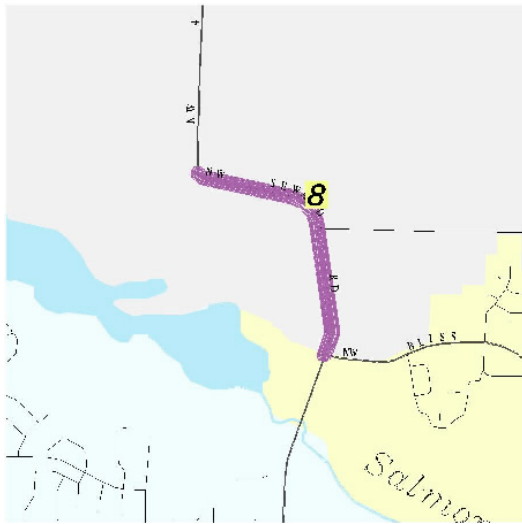
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 8. NW Seward Road - NW Bliss Road to NW 41st Avenue

Vicinity Map

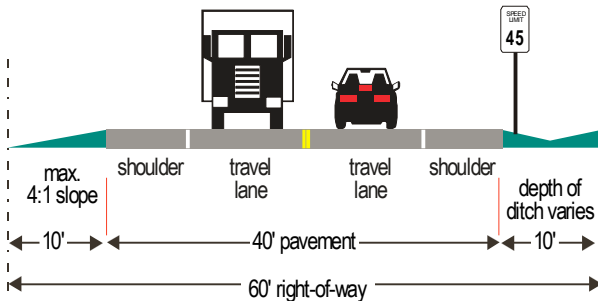


Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve to 12-foot travel lanes with 8-foot shoulders. Install traffic signal at Bliss Road.
Project Length (mi.):	0.78
Basis for Project:	Safety
Timeline:	PE Pre 2006 - 2011; ROW Post 2011; CN Post 2011
Notes:	
Status:	Funding to develop project scope.

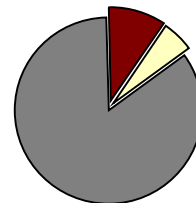
Cross-Section Detail

2-lane Rural Major Collector



Project Cost Summary

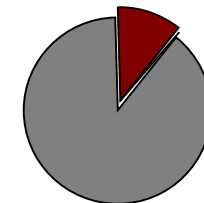
Engineering	\$618,000
Real Property	\$320,000
Construction	\$5,146,000
Total:	\$6,084,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$68,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$550,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$5,466,000
Total:	\$6,084,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 9. NE Highway 99 - Ross to NE 63rd Street

Vicinity Map



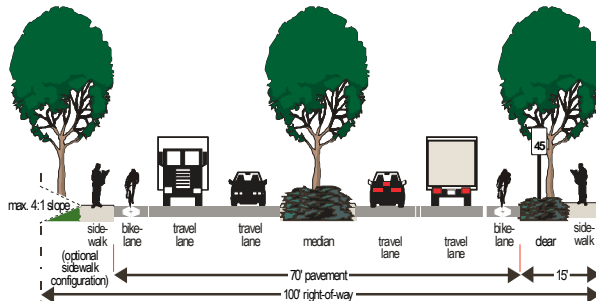
4

Project Summary

Work Order Number:	331222
Project Manager:	David Dolan
Project Description:	Partnership project with City of Vancouver to improve road to a 4-lane principal arterial with center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	0.29
Basis for Project:	Low clearance at railroad bridge significantly impacts full use of the Highway 99 ITS project. Expansion of Park & Ride and other development at the Ross Complex. No pedestrian or bike facilities under the bridge.
Timeline:	PE Pre 2006 - Post 2011; ROW Post 2011; CN Post 2011
Notes:	
Status:	Clark County continues to work with the City of Vancouver to pursue funding for this project.

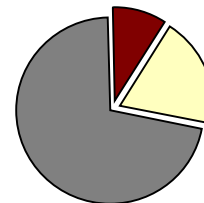
Cross-Section Detail

4-lane Principal Arterial with center/left turn lane and bike lanes



Project Cost Summary

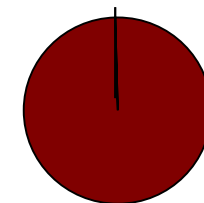
Engineering	\$400,000
Real Property	\$800,000
Construction	\$3,000,000
Total:	\$4,200,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$1,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$4,199,000
Total:	\$4,200,000



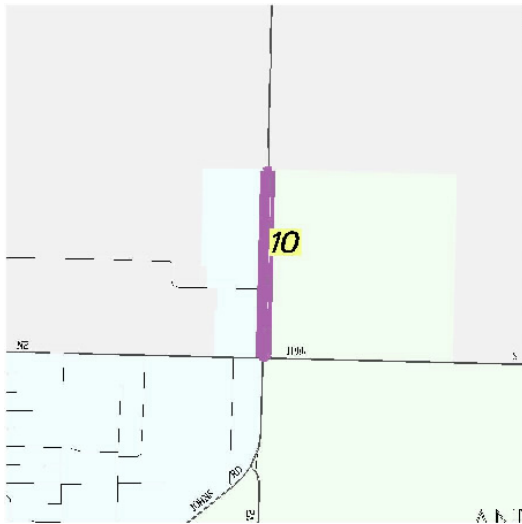
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 10 NE 72nd Avenue - NE 119th Street to NE 133rd Street

Vicinity Map



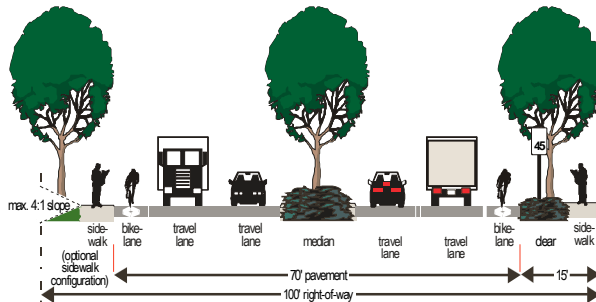
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Improve corridor to a 5-lane urban arterial standard.
Project Length (mi.):	0.70
Basis for Project:	Safety and economic development.
Timeline:	PE 2010 - 2011; ROW Post 2011; CN Post 2011
Notes:	No estimate available at this time.
Status:	No activity pending funding.

Cross-Section Detail

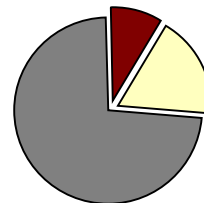
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

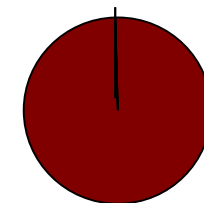
Engineering	\$628,000
Real Property	\$1,263,000
Construction	\$5,230,000
Total:	\$7,121,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$628,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$6,493,000
Total:	\$7,121,000



■ CRF
■ TIF
■ All Other



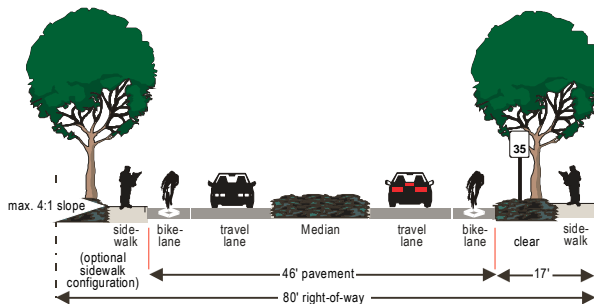
Project Summary



Project Cost Summary

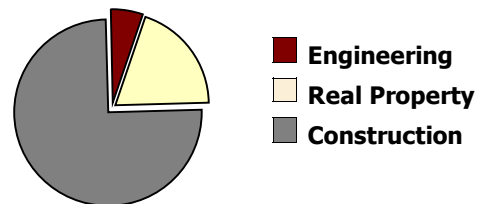
Funding Summary

with center/left turn lane and bike lanes

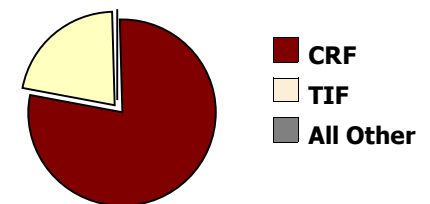


Status: On hold pending funding.

Total: \$5,195,000



Total: \$5,195,000

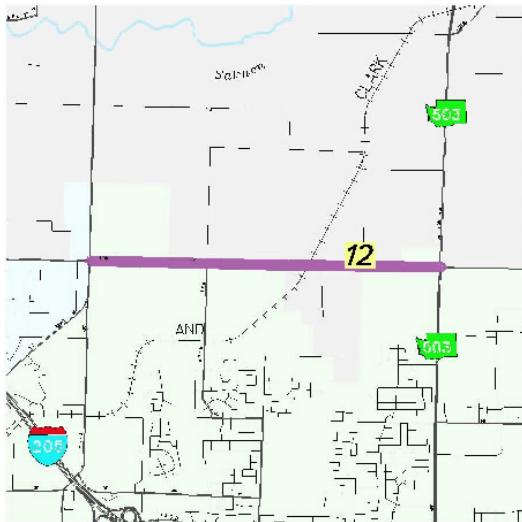




2006 - 2011 Transportation Improvement Program

Project: 12 NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)

Vicinity Map



4

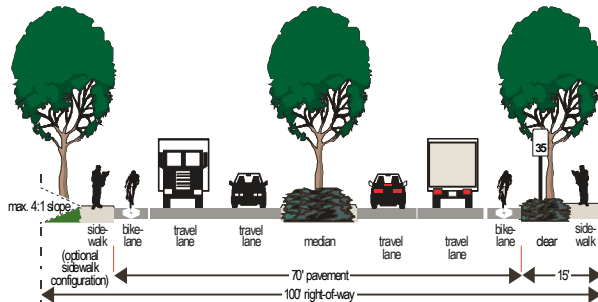
Project Summary

Work Order Number:	340722
Project Manager:	Linda Small
Project Description:	Improve to 4-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.
Project Length (mi.):	2.32
Basis for Project:	Safety, economic development, and mobility..
Timeline:	PE Pre 2006 - 2008; ROW Pre 2006 - 2010; CN 2011 - Post 2011
Notes:	
Status:	Design ongoing.

Cross-Section Detail

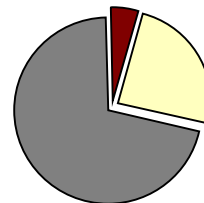
4-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

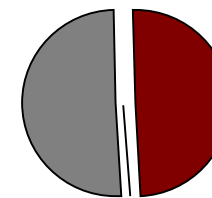
Engineering	\$1,261,000
Real Property	\$6,271,000
Construction	\$18,490,000
Total:	\$26,022,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$5,232,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$5,500,000
Beyond Six-Year:	\$15,290,000
Total:	\$26,022,000



■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 13 NE 99th Street - St. Johns Road to NE 72nd Avenue

Vicinity Map



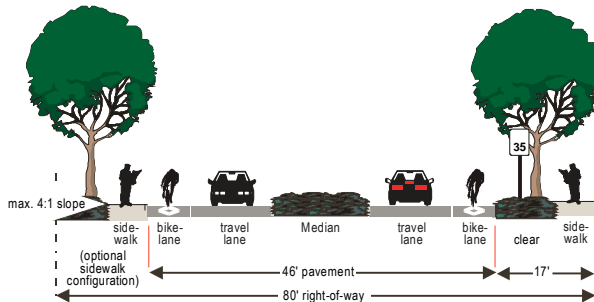
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Construct a 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.
Project Length (mi.):	1.33
Basis for Project:	Increased congestion, completion of NE 99th Street east-west corridor.
Timeline:	
Notes:	
Status:	No activity.

Cross-Section Detail

2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

- Engineering
- Real Property
- Construction

Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$0

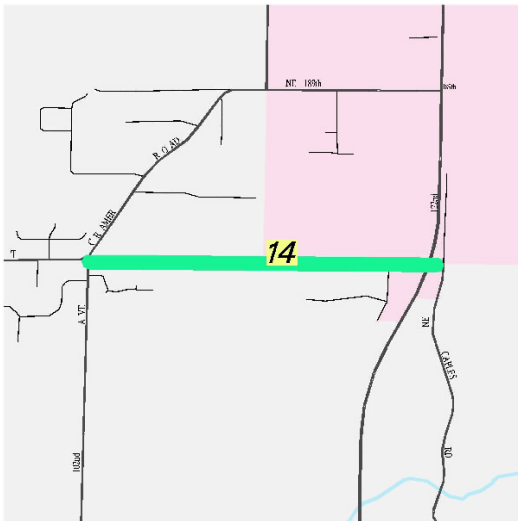
- CRF
- TIF
- All Other



2006 - 2011 Transportation Improvement Program

Project: 14 NE 179th Street - NE Cramer Road to SR-503

Vicinity Map



4

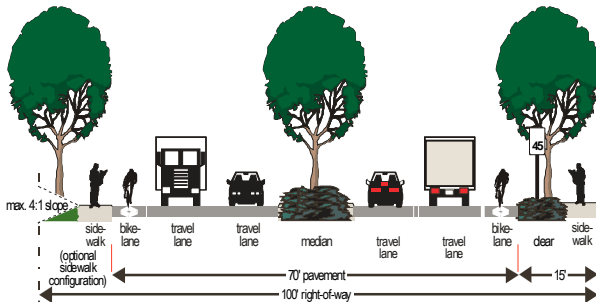
Project Summary

Work Order Number:	TBD
Project Manager:	TBD
Project Description:	Construct a 2-lane principal arterial with center median, bike lanes, and sidewalk.
Project Length (mi.):	1.00
Basis for Project:	Missing link of corridor. Traffic currently uses Cramer Road which is a local access road. There is a school and a church as well as numerous residences along Cramer Road.
Timeline:	PE Post 2011; ROW Post 2011; CN Post 2011
Notes:	
Status:	No activity.

Cross-Section Detail

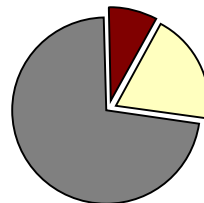
4-lane Principal Arterial

with center/left turn lane and bike lanes



Project Cost Summary

Engineering	\$400,000
Real Property	\$900,000
Construction	\$3,400,000
Total:	\$4,700,000



■ Engineering
■ Real Property
■ Construction

Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$4,700,000
Total:	\$4,700,000

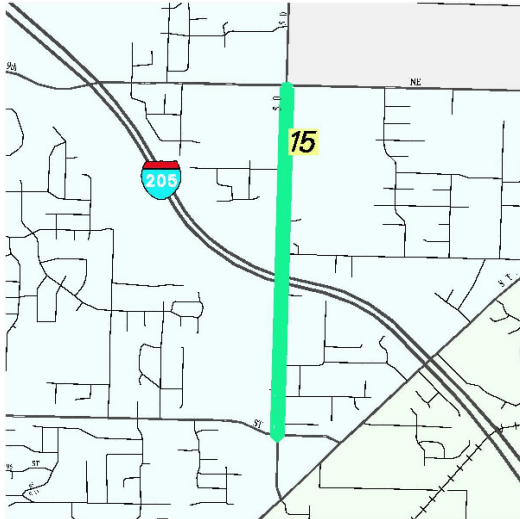
■ CRF
■ TIF
■ All Other



2006 - 2011 Transportation Improvement Program

Project: 15 NE 50th Avenue - NE LaLonde Drive to NE 119th Street

Vicinity Map



Project Summary

Work Order Number: TBD

Project Manager: TBD

Project Description: Improve to 2-lane minor arterial standard.

Project Length (mi.): 1.08

Basis for Project:

Timeline:

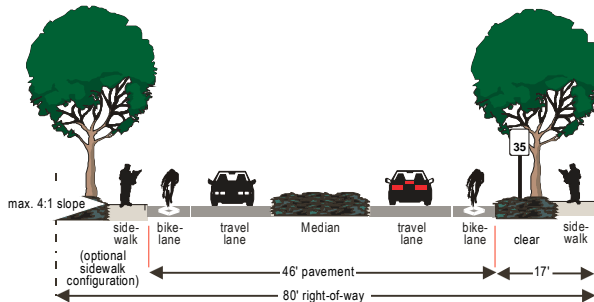
Notes:

Status: No activity.

Cross-Section Detail

2-lane Minor Arterial

with center/left turn lane and bike lanes



Project Cost Summary

- Engineering
- Real Property
- Construction

Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
Total:	\$0

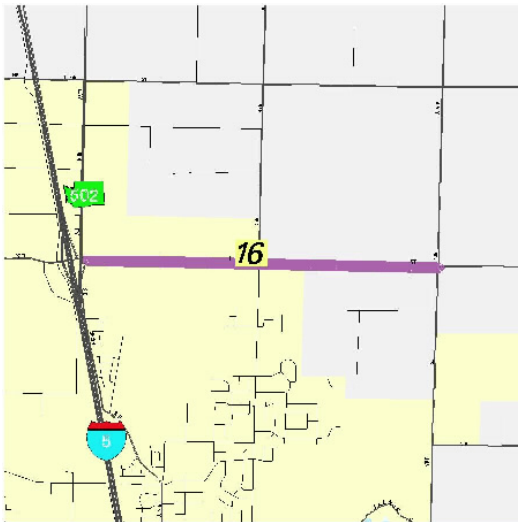
- CRF
- TIF
- All Other



2006 - 2011 Transportation Improvement Program

Project: 16 NE 179th Street - East of Union Road to NE 50th Avenue

Vicinity Map



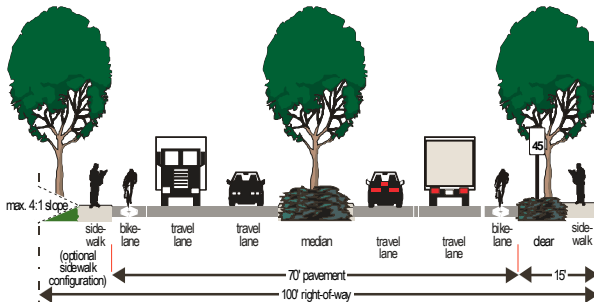
Project Summary

Work Order Number: 381122
 Project Manager: Linda Small
 Project Description: Improve to 4-lane (to 29th) and 2-lane (to 50th) principal arterial standard.
 Project Length (mi.): 1.84
 Basis for Project: Traffic safety concerns at vertical curve areas; long-term concurrency issues; congestion.
 Timeline: PE Pre 2006 - 2008; ROW Pre 2006 - 2011; CN Post 2011
 Notes:
 Status: No activity.

Cross-Section Detail

4-lane Principal Arterial

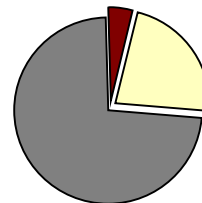
with center/left turn lane and bike lanes



NE 10th Ave. to NE 29th Ave.

Project Cost Summary

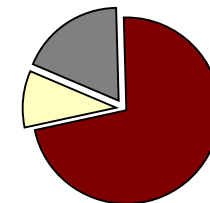
Engineering \$1,065,000
 Real Property \$5,545,000
 Construction \$18,150,000
Total: \$24,760,000



■ Engineering
 ■ Real Property
 ■ Construction

Funding Summary

County Road Fund: \$4,701,960
 TIF: \$658,040
 Federal Grant: \$0
 State Grant: \$0
 Loan: \$0
 Other: \$250,000
 Projected Grants: \$1,000,000
 Beyond Six-Year: \$18,150,000
Total: \$24,760,000



■ CRF
 ■ TIF
 ■ All Other

2006 - 2011 Transportation Improvement Program Ongoing Program Projects Funding Analysis

Rank				2006			2007			2008			2009			2010			2011						
	Project	Phase	Spent to	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total		
TRANSPORTATION SAFETY PROJECTS																									
NA	Safety - 2006 Guardrail Project - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	100,000	0	250,000	100,000	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000	
		TOTAL	0	350,000			350,000			0			0			0			0			0	700,000		
NA	Safety - Bridges Repair, Rehab - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	100,000	0	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	100,000			100,000			0			0			0			0			0	0		
NA	Safety - Dole Valley Road Slide Repair - Approximately MP 4.40 WO Number: 340411	PE	31,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31,000		
		ROW	4,000	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000		
		CN	110,000	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120,000		
		TOTAL	145,000	13,000			0			0			0			0			0			0	158,000		
NA	Transportation Safety Improvement Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	205,000	150,000	0	0	150,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	0	0	0	
		TOTAL	205,000	150,000			150,000			350,000			350,000			350,000			350,000			0	0		
SIDEWALKS AND ADA COMPLIANCE PROJECTS																									
NA	Sidewalks - NE 12th Avenue - NE 129th Street to NE 134th Street WO Number: TBD	PE	0	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	0	0	0	50,000	0	150,000	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000		
		TOTAL	0	15,000			200,000			0			0			0			0			0	215,000		
NA	Sidewalks - Sara J Anderson Walkway - Various Locations WO Number: 350112	PE	120,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120,000		
		ROW	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000		
		CN	85,000	15,000	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300,000		
		TOTAL	225,000	215,000			0			0			0			0			0			0	440,000		
NA	Sidewalks - NE 15th Avenue - NE 94th Street to Highway 99 WO Number: 351411	PE	10,000	42,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148,000	348,000		
		TOTAL	10,000	242,000			0			0			0			0			0			148,000	400,000		
NA	Sidewalks - NW 149th Street - NW 21st Avenue to NE 10th Avenue WO Number: 330822	PE	141,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141,000		
		ROW	32,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,000		
		CN	405,000	33,000	0	150,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	588,000		
		TOTAL	578,000	183,000			0			0			0			0			0			0	761,000		
NA	Sidewalks - ADA Compliance - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	100,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	50,000	0	0	0	0	0	
		TOTAL	0	100,000			50,000			50,000			50,000			50,000			50,000			0	0		
NA	Sidewalks Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	160,000	255,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	350,000	0	0	0	0	0	
		TOTAL	160,000	255,000			350,000			350,000			350,000			350,000			350,000			0	0		
NEIGHBORHOOD TRAFFIC MANAGEMENT PROJECTS																									

2006 - 2011 Transportation Improvement Program Ongoing Program Projects Funding Analysis

Rank	Project	Phase	Spent to	2006			2007			2008			2009			2010			2011			Cost to Complete	Project Total		
				CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants				
NA	Neighborhood - NE 81st Street Completion - Curtin Creek tributary. WO Number: 341111	PE	7,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000		
		ROW	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000		
		CN	1,000	89,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90,000		
		TOTAL	11,000	89,000			0			0			0			0			0			0	100,000		
NA	Neighborhood Traffic Management Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	65,000	66,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	150,000	0	0	0	0		
		TOTAL	65,000	66,000			150,000			150,000			150,000			150,000			150,000			0	0		
ENVIRONMENTAL IMPACT MITIGATION PROJECTS																									
NA	Environmental Impact Mitigation Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	210,000	330,000	0	0	330,000	0	0	175,000	0	0	175,000	0	0	175,000	0	0	300,000	0	0	0	0		
		TOTAL	210,000	330,000			330,000			175,000			175,000			175,000			300,000			0	0		
NA	Environmental - Impact Mitigation (On-going) - Various Locations WO Number: 302012	PE	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	263,000	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	75,000	0	0	0	0		
		TOTAL	264,000	75,000			75,000			75,000			75,000			75,000			75,000			0	0		
ADVANCED RIGHT-OF-WAY PROJECTS																									
NA	Unprogrammed / Advanced Right-of-Way Purchases Program - Various Locations WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	29,000	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	0		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		TOTAL	29,000	300,000			300,000			300,000			300,000			300,000			300,000			0	0		
ROAD PRESERVATION PROJECTS																									
NA	Preservation - County Wide Overlays (Hot Mix) - Various Locations WO Number: 350612	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	2,190,000	1,680,000	0	500,000	3,100,000	0	500,000	3,100,000	0	500,000	3,100,000	0	500,000	3,100,000	0	500,000	3,100,000	0	500,000	0	0		
		TOTAL	2,190,000	2,180,000			3,600,000			3,600,000			3,600,000			3,600,000			3,600,000			0	0		
NA	Preservation - Gravel Road Conversions - Various Locations WO Number: 350211	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	215,000	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	100,000	0	0	0	0		
		TOTAL	215,000	100,000			100,000			100,000			100,000			100,000			100,000			0	0		
NA	Preservation - County Wide Overlays (Cold Mix) - Various Locations WO Number: 350321	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	783,000	600,000	0	0	600,000	0	0	600,000	0	0	600,000	0	0	600,000	0	0	600,000	0	0	0	0		
		TOTAL	783,000	600,000			600,000			600,000			600,000			600,000			600,000			0	0		
TOTALS																									
Annual Totals by Funding				4,063,000	0	1,300,000	5,455,000	0	900,000	5,250,000	0	500,000	5,250,000	0	500,000	5,250,000	0	500,000	5,375,000	0	500,000	6-Year Ongoing Programs Total: \$34,843,000			
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN				
				57,000	303,000	5,003,000	0	300,000	6,055,000	0	300,000	5,450,000	0	300,000	5,450,000	0	300,000	5,450,000	0	300,000	5,575,000				
Annual Totals				5,363,000			6,355,000			5,750,000			5,750,000			5,750,000			5,875,000						



2006 - 2011 Transportation Improvement Program

Project: Transportation Safety Improvement Program



Project Summary

Project Limits:	TBD
Project Manager:	Bill Wright
Project Description:	Spot improvements to address safety, access management, and signal projects.
Basis for Project:	Construct guardrails, traffic signal coordination/improvements, access management controls, and other safety improvements.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$350,000 Per year



2006 - 2011 Transportation Improvement Program

Project: Sidewalks and ADA Compliance Program

Project Summary



Project Limits:	TBD
Project Manager:	Bill Wright
Project Description:	Sidewalk and walkway projects, and ADA compliance improvements.
Basis for Project:	Construct sidewalks, walkways, bikeways, and ADA compliance improvements.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$400,000 per year



2006 - 2011 Transportation Improvement Program

Project: Neighborhood Traffic Management Program



Project Summary

Project Limits:	TBD
Project Manager:	Ejaz Khan
Project Description:	Improve neighborhood traffic safety and circulation for all modes of transportation.
Basis for Project:	Construct corridor completions, traffic calming devices, and other neighborhood projects.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$150,000 per year



2006 - 2011 Transportation Improvement Program

Project: Environmental Impact Mitigation Program

Project Summary



Project Limits:	TBD
Project Manager:	Karen Streeter
Project Description:	Fish passage and mitigation of public roadway crossing of fish-bearing streams or wetlands; Requires 50% grant match.
Basis for Project:	Improve fish passage and habitat, reduce transportation's impact on the environment
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$250,000 per year



2006 - 2011 Transportation Improvement Program

Project: Unprogrammed / Advanced Right-of-Way Purchases Program

Project Summary



Project Limits:	TBD
Project Manager:	Lowell Weiss
Project Description:	Funds set aside for right-of-way acquisitions to preserve future transportation corridors.
Basis for Project:	Cost overruns and purchase right-of-way in advance of projects being funded.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$300,000 per Year



2006 - 2011 Transportation Improvement Program

Project: Road Preservation Program

Project Summary



Project Limits: TBD

Project Manager: Bill Wills

Project Description: Overlays and other preservation activities.

Basis for Project: Preservation of existing facilities.

Project Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Program Budget: Approximately \$3,500,000 per Year (increases annually)

GLOSSARY OF FREQUENTLY USED TERMS AND ACRONYMS

ADT

Average Daily Traffic

Access

A means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

A.M. Peak Hour

A one hour period in the morning when traffic flow increases. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to calculate the overall operation of a roadway or intersection.

Arterial

A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing.

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

BRAC

Bridge Replacement Advisory Committee. The BRAC exists to advise WSDOT on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP).

CAPP

County Arterial Preservation Program (State Funding Source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties to preserve their existing paved arterial road networks.

CCC

Clark County Code.

CCRP

Corridor Congestion Relief Program (State Funded)

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal Funding Source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CRAB

County Road Administration Board. This agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

CRF

Clark County Road Fund. The funds are established through annual County property tax, gas tax and other revenues.

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour.

Collector Streets

Collector streets connect local traffic within a subarea of the county to arterial roads. Typically collector streets are not continuous for any great length, nor do they form a connected network by themselves. Collectors connect neighborhoods to commercial areas. Pedestrian and bicycle activity is moderate to high. (CCC 12.05.016 (4))

Comprehensive Plan

A long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act for specific counties and cities in Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities. Ordinance 1995-12-47 and Ordinance 1996-05-01 adopted the Clark County 20 Year Comprehensive Growth Management Plan.

Concurrency

The Concurrency ordinance (CCC 12.40) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called *Concurrency*. Concurrency applies to any development, land division, site plan, and conditional use permit approvals. It is intended to implement 12.05.303 of the Road Standards.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

Functional Classification System

The system classifies transportation facilities according to an appropriate integrated network. It is intended to link land use development activities with transportation for optimum utilization of both. The county's classification system is intended to be in compliance with the federal classification system. (CCC 12.05.015).

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community.

Growth Management Act (GMA)

The State of Washington's 'Growth Management Act' was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HBRRP

Highway Bridge Replacement and Rehabilitation Program (Federal Funding Source). This program has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals and other barriers.

HES

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents. (LAG 12.32e).

Impacts

'Impacts' are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment. (WAC 197-11-752).

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Intersection

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

Land Use

The type of activity associated with a specific geographic area. Land use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The 'Level of Service' is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

Local Residential Access Streets

Local residential access streets provide direct access to adjoining properties within a neighborhood. Bicycle and pedestrian use is high. (CCC 12.05.016 (7)).

MVFT

Motor Vehicle Fuel Tax.

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

NAAQS

'National Ambient Air Quality Standards' were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS.

PFP

See PSMP.

Peak Hour

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

P.M. Peak Hour

A one hour period in the afternoon or evening when traffic flow increases. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

PWB

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility. These loans have a 5 to 20-year term with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium.

RAP

Rural Arterial Program (State Funding Source) is a CRAB funding source. In 1983 the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

RCW

Revised Code of Washington which contains all the laws of the state of a general and permanent nature.

RTC

Southwest Washington Regional Transportation Council. The regional transportation planning agency for Clark, Klickitat, and Skamania counties.

Right-of-Way

Right-of-way is property held by the county for existing or future public roads or other public improvements.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway

The improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street will be considered interchangeable terms.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SAFETEA-LU

On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SCFRRP

Salmon Creek/Fairgrounds Regional Road Plan.

SEPA

State Environmental Policy Act. A state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790).

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant

- 1) 'Significant' as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.
- 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794).

SWCAA

Southwest Washington Clean Air Agency, is a government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

Stormwater Facility

The natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include pipes, swales, ditches, open channels, culverts, storage basins, manholes, drywells and sediment basins. (CCC 13.25.130 (25)).

TDM

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal Transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21. Also, see SAFETEA-LU.

TIA

See UAP.

TIB

The Transportation Improvement Board is a state funding agency and administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that was adopted in August 2001 (ordinance number 2001-08-01A). An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIP

Six-Year Transportation Improvement Program.

TIPIT

Transportation Improvement Program Involvement Team.

UAP (formally AIP)

Urban Arterial Program (State Funding Source) formally known as the Arterial Improvement Program. This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and was designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns.

UATA

See UCP.

UCP (formally TPP)

Urban Corridor Program (State Funding Source) formally known as the Transportation Partnership Program. This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

USP (formally PSMP)

Urban Sidewalk Program (State Funding Source) formally known as the Pedestrian Safety and Mobility Program. This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

V/C Ratio

The ratio of volume to capacity for a traffic facility.

Volume

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

WAC

Washington Administrative Code. "WAC" is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

Zoning

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.

